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January 1990
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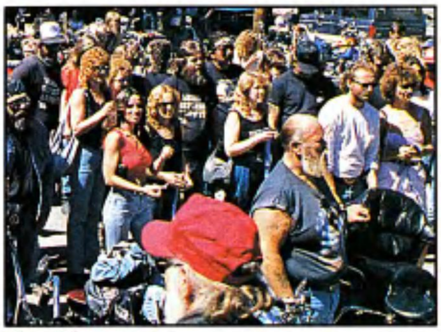

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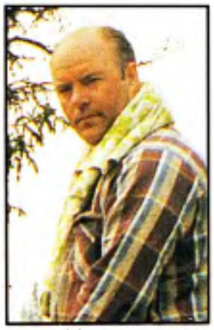

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Cover, gatefold and feature photography of Bill Colson's righteous 1946 45 with August Fox Hunt winner Tiffany was by Raiko Hartman.

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A female prison official contacted a psychologist trying to find out why female prisoners and female guards were raising so much hell during certain times of the month. We could have told the official that the problem is that they all seem to have their menstrual period at the same time. Due to mood swings, depression, and anxiety, women get as mean as cat shit. Any guy who lives with a woman could have told you that.

The father of an obese girl was at his wit's end as he saw his daughter constantly stuff her face while on a munchie trip. She weighed 360 lbs. and had a bad case of asthma. When he couldn't stop her from eating, he finally did the only thing he could do. He shot her dead with two bullets to the gourd.

Two women were chatting outside the market when one of them asked if the other had had her baby yet. She said "yes" and the other woman asked if she could see "it." She took offense at her baby being called "it," walked the woman to her car, got out a meat cleaver, and sank it in the other woman's head for calling her baby "it."

You think you have problems. How about the Iranian women! They've just been advised that they can receive 74 lashes from the whip if they wear makeup or see-through stockings in public. Iranian men were also warned that they should not wear "gaudy clothes which are at odds with public decency."

The police were chasing a suspected armed robber when the man broke into a house and changed from his jeans and sweatshirt and exited the residence wearing a woman's blouse, skirt, pantyhose, and a hat. But he didn't fool the dog. His smelly feet gave him away. The dog even took a piece of his arm just for kicks.

Speaking of smelly feet, they have a potential cure for the problem, but they're testing it first. They get a volunteer with smelly feet and then place Limburger cheese 2 inches away from the feet. Then they check the foot to see if it's as smelly as the cheese. The doctor said she was prompted to attack the problem because it runs in the family. "There's nothing like having to suffer from foot odor at home to stimulate research."

We all know how noisy women are in the shitter. Japan has recently invented a machine that drowns out all the noises. It was invented because Japanese women are so shy about using public toilets that they flush continually to drown out the noise. Now all they have to do is press a lever on a wall-mounted device that will fill the johns with flushing sounds. God, I'm glad they found a solution to this problem. Now if they'll only come up with something to camouflage the smell.

The cops opened a phony shoe store and offered "free sneakers to people on the run." They mailed out 500 advertisements to people with outstanding warrants against them. When 69 people showed up for the shoes, they were arrested.

Australian breeding experts have discovered that hogs have bigger litters when their owners treat them with kindness—including scratching them on their backs. The sows that get slapped around and are poked with electric prods have smaller babies than normal—cutting farmers' profits. We all could have told them that. It works better with your ol' lady, too.

Well, it happened again. He had just been given the money in a holdup and put the pistol under his belt. He accidentally fired the gun, blowing off his joint. He screamed and ran, leaving the money behind.

Well, he tried anyway. He claimed the reason he was selling cocaine was to help him lose weight. He weighed 540 lbs. and was holding onto the table for support while sweating profusely. But the judge found that the fatty's body should not have fucked up his mind. He found him guilty and sentenced him to jail for 3 1/2 years with a $50,000 fine.

TAKING IT EASY

By Spider

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WORDMONGER

Thanks To The Brotherhood

☐ Went to Sturgis for the first time. Man, what a time. What a place! Except Jimmy got thrown in jail which left me with two scoots to get back to the campground. My scoot started running like shit and it was 2 a.m. In fact, if my bike hadn't started taking a downer, Jimmy wouldn't have gotten nailed.

So, I've got to say thanks to the crazy Canuck from CMA who stayed with me until I got both bikes back to the campground.

Next day I had to go get Jimmy out of the can. Still hadn't figured out what was wrong with my bike. It took me halfway into town and crapped out. Had to motor hike to the first gas station, then walked to the courthouse. Got Jimmy and tried to get the bike back to the grounds. Again, got halfway and shit.

Got to say thanks to Spook of Lost Race MC who stopped and said he had similar problems before—a condenser that was heating up and crapping out. He took Jimmy back to town, got a condenser, and came back. We put it in, gapped the points, and he bid us farewell. And fare well we did.

We couldn't thank you guys enough, but we were able to pass it on on our way back home on US 90 to a bro with a broken front wheel bearing.

Thanks to the brotherhood.

Gonzo
Orlando, Fla.

Good Shop

☐ In early August my wife and I were traveling through Rockford, Illinois when our '82 dresser took a shit. It was 3:30 on a Saturday afternoon. We called the only H-D dealer in Rockford, which closed at 4 p.m. The folks there said their truck was loaded and ready to go to Union Grove to race. Even so, they were good enough to unload everything and come clear across town to pick up the bike and us! They then took us back to their shop, and even though they were running late, they brought the bike inside and delivered us to some relatives who were on the opposite side of town. The service department and crew at Kegel's were fantastic. They have been in the Harley business since 1913, and it's easy to see why. If you are ever in or near Rockford, stop in and they will take care of you. They are located at 3833 Auburn Street, Rockford, Ill.

Thanks to the service crew at Kegel's Motorcycle Company.

We appreciated it!

Mickey and Elly Yoose
Lancaster, Wis.

West Germany

☐ Here's some advice if you're going to pass through West Germany—hopefully, not by the hand of Uncle Sam.

If you're lookin' for good beer, good food, and good times, Germany is the place to go. Try to speak the language. The natives are helpful and happy to help those who try, but if you can't, about 70 % of the citizens speak English.

Anywhere in Sachsenhausen (across the river from Frankfurt) is a great party place. Try Alabama's and The Fourth Floor. Don't try to outdrink anyone—you won't succeed. If passin' through Babenhausen on B-26 Road, drop in at the Green Goose. It's really righteous, and lots of bikers (American and German) hang out there.

If you're ever near the border of France, stop by Offenburg and look up a place called the Hopfenstuble. It's owned by a beauty called Melanie. Tell her Ivan sent you.

Last piece of advice—if ya meet a frau, don't let your heart get involved. Know what I mean?

Ride free and safe.

Ivan "Madman"
Sandstone, W.Va.

One Gutsy Lady

☐ I was cruising through Manhattan on my '88 1200 Sportster when some bitch in a cage decided to pull into my lane without looking or signaling. She smashed into the side of me, crushing my foot.

Wound up spending six days in the hospital with my foot broken in a few places and three pins in it.

Anyway, nothing much happened to my Sportster except the foot peg and brake pedal were pulled out of the transmission case and the highway peg got bent down some.

A cop at the scene drove it to the hospital for me, but I had no lock for it with me so it was just out there.

Well, my lady came as soon as the hospital called her. She stayed with me until they told her to leave, and then she stayed with the bike all night. About 6:30 a.m. she decided she was going to ride it home. Thing was she'd never ridden, 'cept as a passenger, before. She took it from 77th Street and Lexington Avenue in New York City to Bayonne, New Jersey, through the Holland Tunnel and on the New Jersey Turnpike.

The next day she came to my room and said I didn't have to worry about the bike anymore 'cause she took it home. That's my lady! This gutsy lady's name is Kim. Please print this so she can be as proud as she made me.

Mark Hauptman
Jersey City, N.J.

He Rides

☐ My ol' lady and I just got back from a 3,500 (plus)-mile putt, which included Sturgis, and we've got something to say to a bunch of you shithead wannabe pussies we saw.

If ya can't fuckin' ride yer scoot to Sturgis, stay the fuck home! The campgrounds there are starting to look like a Good Sam park with all the fuckin' motorhomes, trailers, kids, dogs, etc. What really bugs my hems is that most of the iron bein' towed is new stuff, "E" motors, Softails, and such. If ya can't do the miles on the fuckin' thing, then sell it. As for me, I'll

ride my rigid stretched pan till my ass falls off, and my ol' lady feels the same about her Sporty—which she rode, not towed!

Oh, yeah—I like my new drag bars which replaced my apes at the request (and fine) of the South Dakota State Police.

Grumpy Steve
and Terri
Klamath Falls, Ore.

Another "Thank You"

☐ Just wanted to let all the biker folk out there know that the guys at Midway Motors, Inc., 3206 Memorial Way, Mandan, N.D. are good people. Last May, a buddy and I rode from Maine to Oregon, our home state. At St. Cloud, Minnesota my carb started to cough out at the quarter throttle mark. We limped to Fargo, North Dakota and made it to the Fargo Harley Shop. Unfortunately, they were a bunch of pricks. I felt they didn't need our business so we rode on to Mandan. I'm glad we did. Lots of raisin pie to Midway Motors, Inc. Thanks a lot.

T.Z.
South Beach, Ore.

Irritated

☐ I don't understand! I must be missing something. The government says it's okay to burn the American flag. Our flag stands for our country's freedom of choice.

Many of our brothers and sisters lost their lives, were crippled, or worse yet, are dead either physically or mentally. We are still alive because they fought for our country's freedom—for which our flag flies proudly.

Now Senator John Chafee steps in and says you must wear helmets and you must wear seat belts or we'll cut off your highway funds.

Well, Senator Chafee, many of the people you are saying this to are many of the people who risked their lives fighting for our country's freedom.

The laws say an 18-, 19-, or 20-year-old can be drafted to fight in wars to protect our country's freedom, but they cannot buy a beer. What's next? The government telling us how many children we can have, where we can live, or what kind of work we must do? I am proud of being an American. If I wanted to live in a country in which the government rules everything in my life, I'd move there.

Tamara Boshew
Springfield, Vt.

Bum Movie

☐ Stumbled upon a movie that I'm sure your readers will be interested in banning. It's produced by Fritz Matthews, the story is by Thomas Baldwin, and it's directed by David Heavener. It's called "Deadly Reaction." Here's the plot: After the nuclear holocaust, a vicious motorcycle gang with no morality or mercy are threatening the last of civilization. Led by a cretin called Hog, they rape for sport and slaughter at whim. But one man reacts. After the gang murders his family, rapes his sister, and leaves him for dead, this quiet man responds. His reactions are deadly.

It's distributed by AIP Home Video, 10726 McCune Ave., Los Angeles, CA 90034. Man, give me a fucking break!

Ranger Mike
APO Miami, Fla.

Flag Burning

☐ I'm still trying to figure out how Bandit figures being pissed enough to burn a flag is related to shooting Mom, kicking the dog, and honoring the Vietnam vets. I'm a 42-year-old Vietnam vet. I would gladly serve again to assure the freedom of expression which the Supreme Court recently confirmed. The burning of a flag, regardless of motivation, is an expression of opinion taken to the extreme. It is not a criminal act.

The most valuable segment of our society consists of those individuals with the courage and social conscience to speak out against perceived injustice. If those individuals can accrue sufficient public or political interest to correct real injustice, then the burning of a flag is a small price to pay.

You really want to show your appreciation to the Vietnam vets, Bandit? Keep an eye on the politicians so the pricks don't do it to us again. And if it looks like they're headed that way, then do something drastic to get their attention—like burning a flag.

R. Sabelhaus
Waldorf, Md.

Ladies Bike Clubs?

☐ I'm interested in finding out if there are any bike clubs for ladies in the Cook County, Illinois area, and if not, are there any biker ladies out there interested or planning to start one?

Anyone who knows of one or is interested or planning to start one please let me know.

Aprilwine Clark
2050 S. Pine St.
Des Plaines,
IL 60018

Popular

☐ Gotta hand it to ya guys. It's the best mag in our ship's store.

It sits proudly right up on the shelves next to *Playboy* and *Penthouse*—but not for long.

I'm lucky if I get an issue each month, and when I do, it's usually read by 12 of my buddies before I even get a chance to read the cover.

By the way, outstanding shot on the August cover!

Beau Miller
FPO NY

Looking

☐ I'm looking for a manual or any information on a bike made in Italy by Aermacci-Harley-Davidson. The bike is a 1970, 350 Super Sprint. The bike is close to running, but I really need some specifications on it.

If anyone has any information on this bike, please contact me.

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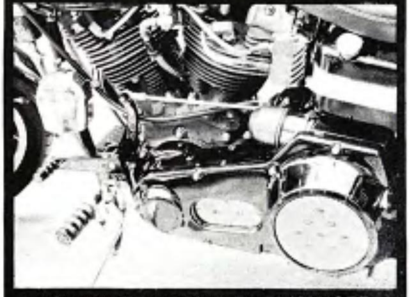

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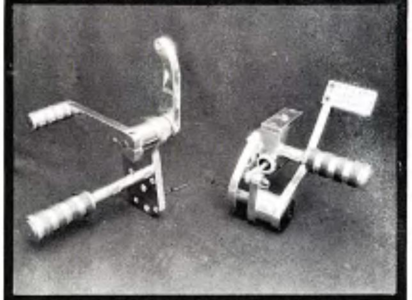

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A Fair Warnin'

☐ My lady is getting out of max in Florida after pulling down six years this month. The first run we're takin' in is the Grand Nationals in Ventura, California. She's sayin' if she doesn't get her photo in *Easyriders* after readin' this rag for six years, she's goin' ta rip the dick off your photo man.

Bang and Sheri
Tempe, Ariz.

■ If you can find it!

Questions

☐ I have a '65 panhead that I was running a stock external oil filter on, but I cannot get the thing to stop leaking. I also talked to several people using these filters. They all said the same thing–they always leak. Are these designed to drip?

I am also having trouble getting motorcycle insurance for my pan. It seems no one will cover a 1965 for replacement value. I built the bike up to show condition and have a written appraisal for $10,000. The companies I call will only do "blue book" value and for outrageous prices.

Does anyone have a tip on how to stop the leaking of these early model oil filters? How about info on insurance companies willing to insure early custom H-Ds?

Byron "Zee" Zanella
Hollis, N.H.

C'mon Guys

☐ I let it slide about the girl in issue #182 (August 1988) in regard to the fly on her leg on the foldout. But this girl in issue #196 (October 1989) tries to lie on the floor face down and her tits don't even touch the floor! Is she plastic or what?

Jenks
Dallas, Tex.

First Letter

☐ This is my first bitch letter to you.

Everyone I know who reads any biker magazine reads *Easyriders*, so every time I write for any biker magazine, I always send it to *Easyriders* first.

The last articles I sent in were a couple of tech tips, and they were published in *V-Twin* magazine. So what the fuck is *V-Twin* magazine? Is it a twin to *Easyriders*?

It's the same up to page 81, where in *Easyriders* on page 81 you list all the shops that give out free *Easyriders* for a $25 purchase. In *V-Twin* on page 81 you tried to make a joke out of a couple of good tech tips. I would have been pissed if I'd bought *V-Twin* from a magazine rack.

Orval Lane
Berdoo, Calif.

■ *V-Twin* is a PG version of *Easyriders*.

Thanks

☐ I want to thank the crew of Runamuk III for saving my ass on the side of I-84 coming home from the New York rodeo. You turned a possible bad time into a great ride home. As it turned out, I melted the rear piston.

Thanks again.

Stormin' Norman
Kingston, N.H.

A Find

☐ I am writing this letter wondering if anyone would be interested in purchasing early issues of *Easyriders* magazine. I started collecting *Easyriders* in the early '70s and ordered all the back issues. Would anyone be interested in purchasing issues #1 through #81 except for issue #5 which was sold out when I back ordered them? Most of the magazines are mint, especially the early ones. I also have a couple of binders, decals, and an autographed picture of Miraculous Mutha.

Contact me at (201) 473-2711. The best time to call is after 7 p.m. EST.

Nick Amorello
Clifton, N.J.

Wrong Credit

☐ Readin' through the article on Grady Pfeiffer's "Green Lizard" in the October issue (number 196), I see you gave credit on the engine rebuild to "Joe Wiggins" at Williams Motors. The right guy for the rebuild is Joe Helferty. Wiggins is Helferty's ol' lady. Get it together. This time it wasn't Beautiful Tiny's fault.

Concerned Rider
The Valley

Crowded Cell

☐ I have way too many *Easyriders* magazines in my cell. Before I let them get them, I'll flush them down the shitter. Send postage and address and I'll send you the ones you want.

John Rohr #C97955
Box 1902A
Tehachapi, CA 93581

Video #2

☐ Just finished watching your second video. Fantastic bikes! Mouth-watering tits! Head-rushing music! How long before the next one's out? Well, that's too fuckin' long!

Hey, I've been collecting biker videos since 1983. This kind of entertainment is especially fun to watch during the winter when it's just too damn cold to ride. At the top of my collection are the best titles: *Easy Rider, Hells Angels '69, C.C. & Company*, and *The Wild One*. And then I've got some unknown flicks that are halfway decent: *The Northville Cemetery Massacre, The Wild Angels*, and *Werewolves on Wheels*. At the very bottom of the collection are the groaners, biker movies so ridiculous and plotless that they should be viewed only by persons with a warped sense of humor: *The Born Losers, Run Angel, Run, Hell Riders, The Losers, The Peace Killers, Bury Me an Angel, The Wild Wheels, J.C. The Black Angels*, and *Cycle Savages*.

I've also purchased numerous biker videos especially made for the home viewing market such as the ones advertised in *Easyriders* and other biker mags. However, my collection lacks a few titles and I wonder if you might know where I could locate these three: *Chrome & Hot Leather* (1970); *The Hard Ride* (1970); *Then Came Bronson* (1969). Are any of these three movies released to the video market? I would certainly appreciate any information in locating these weird films.

Clint Armentor
Box 470
Groves, TX 77619

He Likes Her

☐ That Canadian lady in your August issue is drivin' me outta my mind. Just lookin' at her makes me want to drive my Sportster up the nearest tree and howl at the moon.

Dude
North Tonawanda, N.Y.

■ ***Have anything to say? Want to bug the staff about its mistakes? Want to give a well deserved pat on the – back? Poison pen letters, porno mail, threats of violence, love letters, propositions, and demands for payment may all be sent to the Wordmonger, Box 3000, Agoura Hills, CA 91301.***

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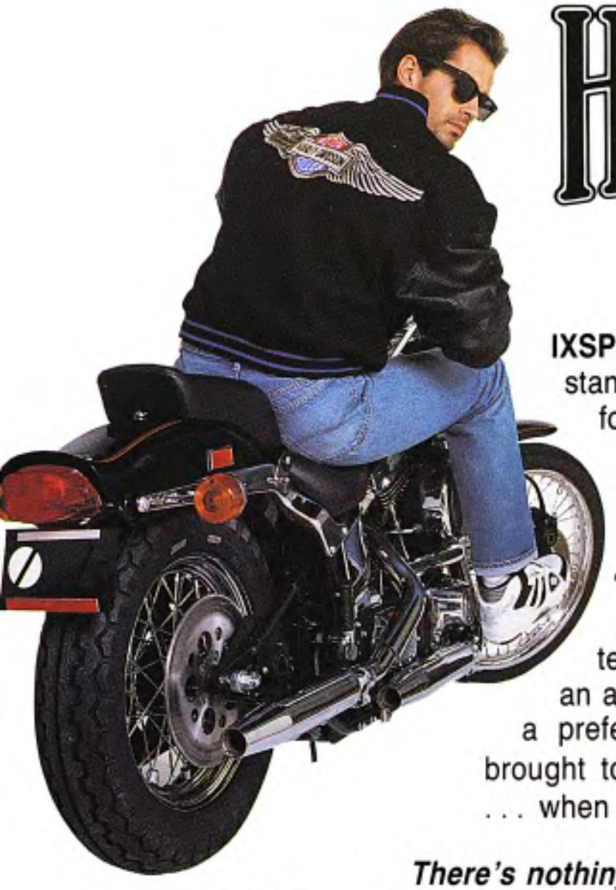

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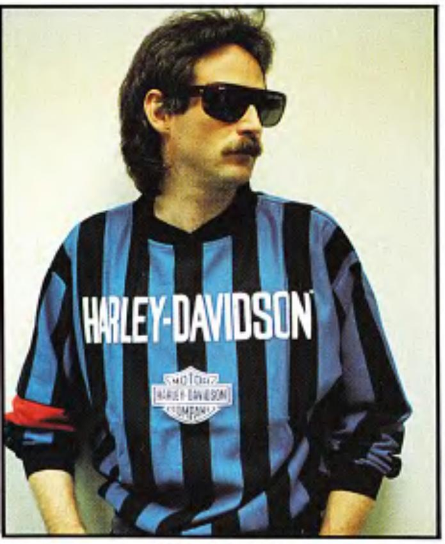
HARLEY® SNEAKER.
B. Allover split suede w/gum rubber outsole and rubberized Harley® logo. Imported in men's sizes 6-13.
99040: Black/White
99042: Black/Orange
99041: Black/Turq. $42.00



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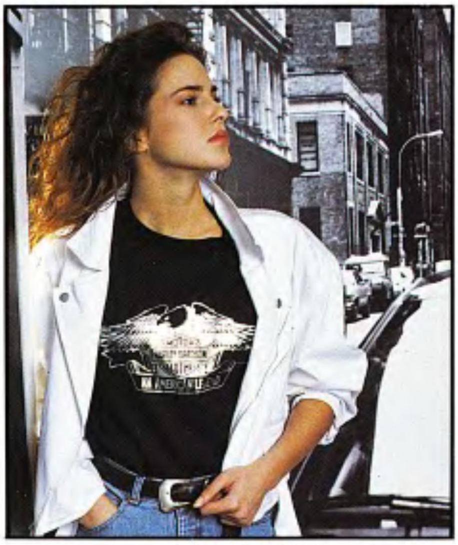
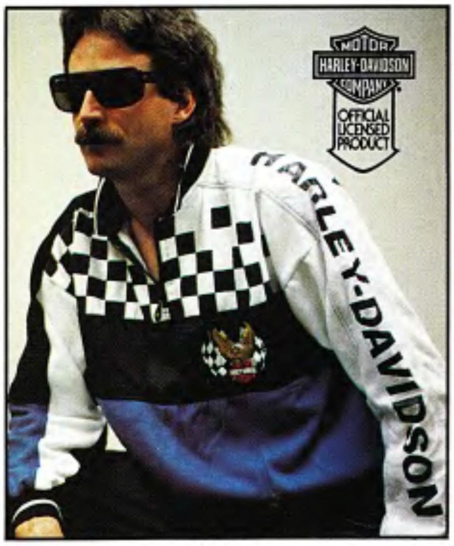


CHROME TEE
D. #9705 — 100% cotton jersey. Domestic, in men's sizes S-XL and women's S-L.
Colors: White, Black. Retail: $22.00



RACER
E. #9807 — 65% poly/35% cotton fleece. Imported in men's sizes S-XL and women's S-L.
Colors: Black. Retail: $65.00

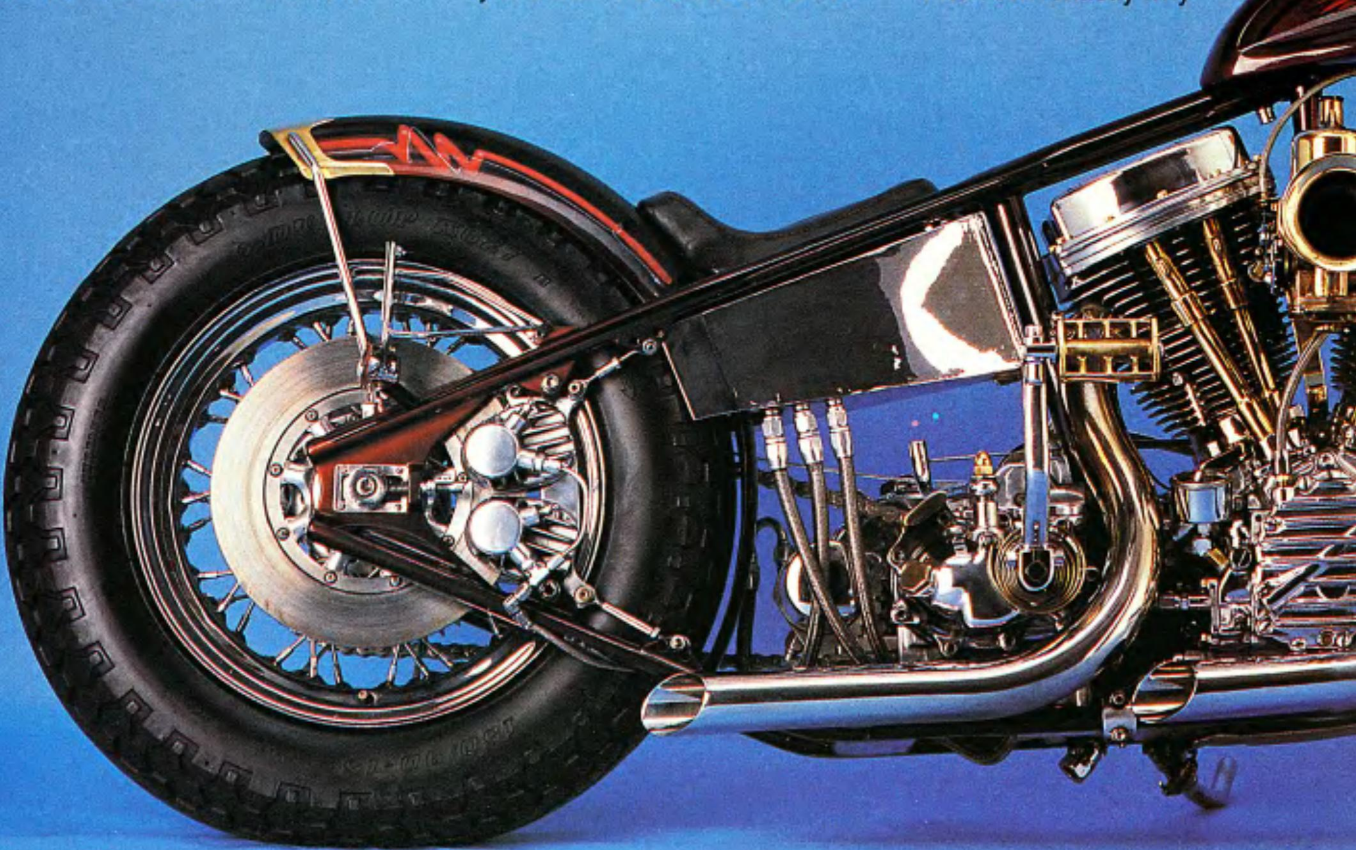
If your local Harley dealer does not carry these items, call 1-800-326-6777 to place an order, or send check or money order payable to: G.F.I. Holding Co., Inc., 14 Washington Road, Building 7, Princeton Junction, NJ 08550. State tax applied as required by law. All orders subject to a $3.00 shipping and handling charge.

C L A S S
CONSTRUCT

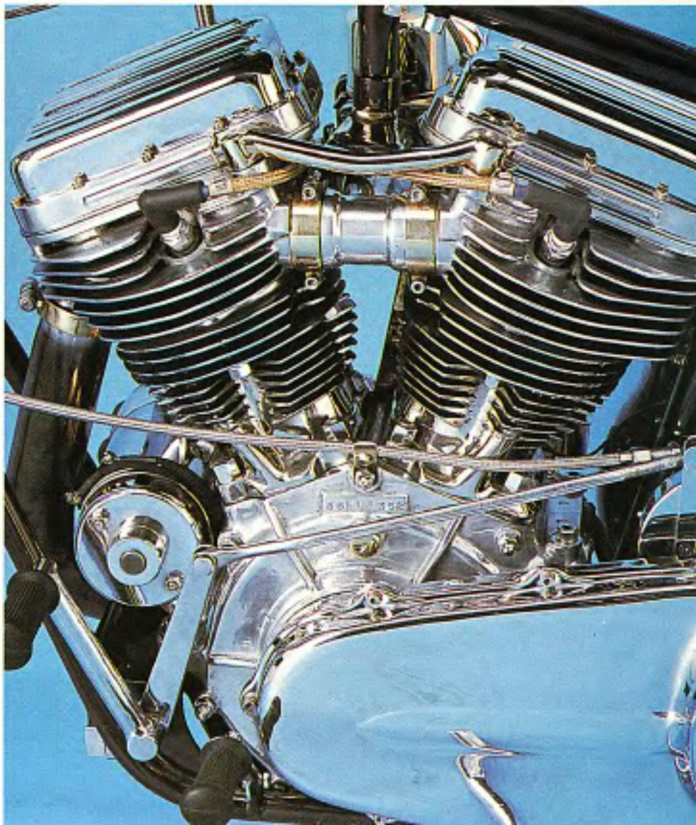
An appropriate scooter to accompany the 2nd annual Motorcycle Mechanics Institute Scholarship

Last year the Motorcycle Mechanics Institute (MMI), the only mechanics training program endorsed and sponsored by Harley-Davidson, offered us a complete scholarship program to be given away through this pile of recycled pulp. The deal was simple, we took all the numbers out of the bike chart, and asked contestants to fill in the blanks and tell us in a page or two why they felt they deserved such a prestigious education. We received over 200 responses, and went through a careful analysis of each entry, before Dan Lafever from Oak Harbor, Washington, was picked by our callous critics. Dan, the rider who received this opportunity to become a certified H-D mechanic, is one devoted individual who deserved every minute of MMI's intense training.

This contest is identical to last year's—with one exception. There are several blanks on this bike's chart which involve both written and numerical answers. Copy the chart, fill in the blanks, and write down exactly why



ION

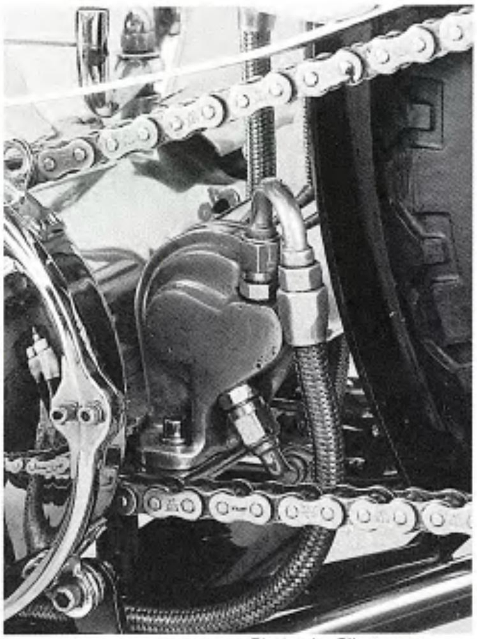


you're deserving of this pretigious scholarship, which includes: The $4,375, Motorcycle Technician Career Program (675 hours, 27 weeks, 29 semester credits) and either the $875 Early-Model Harley-Davidson Program (150 hours, 6 weeks, and 7.5 semester credits) or the $1,750 H-D Factory Certification Program (300 hours, 12 weeks, and 16 semester credits). So we're talkin' about a scholarship that'll be worth either $5,250 or $6,125, depending on the courses chosen by the winner.

The small print is lightweight: The scholarship does not include lab fees ($85), tools (approximately $375), or living expenses. The winner must qualify for admission under the institute's current regulations by having either a high school diploma, a GED certificate, or a passing grade on the Bennett Mechanical Aptitude Test, and he must be approved by the director of the school. The recipient may attend either the Orlando, Florida campus or the Phoenix, Arizona campus. And finally, the winner must begin the course within one year of receiving the scholarship—or we can't do it annually.

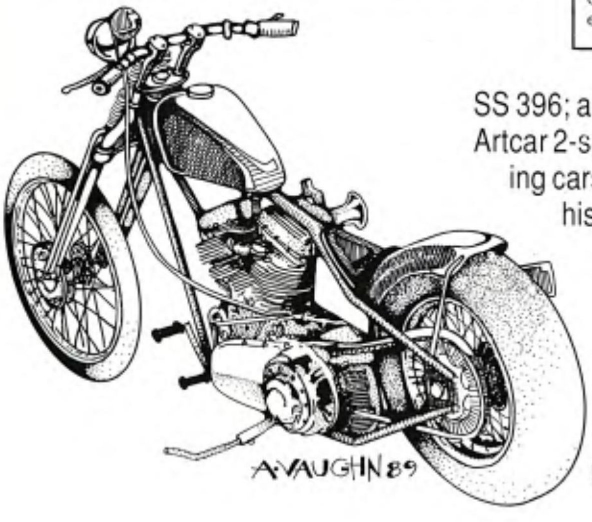
The institute wants only serious brothers and sisters, obviously, so this year we selected a bike that was built by an earnest, unflinching representative of the bike-building community—Danny Blevins. This man has been building fine rolling stock for over a decade, and has even worked with Clyde Rawlings and Keith Ruxton (the man at the head of our Streamliner team). If you stretch your pupils looking at the stroker on these pages, you may notice the electric shifter that prevents anyone in Fresno from beating it. You may catch the hand fabricated (of spring), steel motor mount, or notice how cleanly the gas tank is mounted, or spot the foot pegs made from a crowbar. This gentleman knows panheads, painting and cars.

Danny also builds muscle cars (he has a 1959 El Camino, early 327 Vet engine, Muncie 4-speed; a 1970 completely restored Camaro



Photos by Silvermoon

Owner: Auto Fine Trim	**City:** Fresno, California	
General	**Frame**	
Fabrication by: Danny Blevins	Year: 1978	
Year and make: ____ H-D	Builder: Ed Hyder	
Model: __	Type: _____	
Value: $20,000	Rake: __ degrees	
Assembly by: owner	Stretch: _-inches	
Time: two years	Other alterations: motor mounts	
Chroming by: McLek	**Accessories**	
Engine	Bars: drag	
Year: ____	Risers: _-inches dogbones	
Model: ______	Fender(s): custom/Hyder	
Rebuilder: owner	Headlight: _-inch	
Ignition: Morris _______	Taillight: Mike Dong	
Displacement: ___ cubic inches	Speedo: none	
Lower end: _-inch S&S flywheel	Front pegs: Mike Dong	
Balancing: owner	Rear pegs: Mike Dong	
Pistons: TRW __:1	Electrics: __-volt _________	
Cases: polished	Gas tank: dented Sporty	
Heads: ported/_______/bench ______	Oil tank: Hyder/Clyde/Rollins/owner	
Cam: Andrews _____ __	Oil system: _______ lines	
Lifter: ______	Primary cover: altered/owner	
Carb(s): __	Seat: Danny Gray	
Air cleaner: _______ _____	Sissybar: none	
Pipes: _-inch custom	Height: n/a	
Muffler(s): ____	Material: n/a	
Transmission	**Forks**	
Modifications: polished/Andrews	Type: ________	
Year: ____	Extension: _ inches	
Shifting: ____	Builder: H-D	
Engine sprocket: Primo ___	Special features: gold and chrome	
Trans sprocket: __-tooth	**Wheels**	
Wheel sprocket: __-tooth	**Front**	**Rear**
Painting	Size: __-inch	Size: __-inch
Molding: owner	Hub: Star	Hub: Mike Dong
Painter: owner/Rick Avery	Rim width: _ _/_ in	Rim width: _-inch
Color: black cherry/purple candy	Tire: Avon	Tire: Dunlop
Type: _______	Brake: drum	Brake: dual tap/disc
Special paint: artwork by Rick Avery		
Other special modifications: Thanks to all my friends who put their time and effort into the project.		



SS 396; and a 1937 Chevy with a tall block 427, 671 GMC blower, and Artcar 2-speed transmission). His current business is building and restoring cars and bikes at Auto Fine Trim, in Fresno, California. Checkin' out his list of projects makes me sweat, but he knows what he's doing.

So if you're as serious about learning Harleys as Danny is at buildin' 'em, break out your pens and thinkin' caps and convince us that there's a lot of heart behind your answers. Remember the judges' (that's us) decision is final. Send your charts and hand-written entries to *Education*, c/o *Easyriders,* P.O.Box 3000, Agoura Hills, CA 91301. Maybe you can make my new Evo run the way it's supposed to. —Renegade

Harley-Davidson Motor Company Announces Addition of PHD Certification to Technician Certification Programs at Motorcycle Mechanics Institute

For six years the Motorcycle Mechanics Institute, with locations in both Phoenix, AZ and Orlando, FL, has been providing dealer update training for the Harley-Davidson Motor Co. In addition the Institute has a program leading to *Factory-Trained Certification* for graduates of the course.

This excellent technician education, which is the only factory authorized and sponsored training program available, has now been enhanced with the addition of factory PHD certified status immediately upon completion of the required course of study and graduation.

The Harley-Davidson program is equipped by the factory with complete motorcycles, engines, transmissions, clutches, suspension and electrical components. Graduate placement is provided through Motorcycle Mechanics Institute's Graduate Placement department with the help of the Harley-Davidson Motor Co.

In addition to the Factory Certification Program the Motorcycle Mechanics Institute offers an "Early Model" program which covers restoration, repair, manufacture of parts, and machining skills for all models. Flathead, Knucklehead, Shovelhead, Panhead and Iron Sporsters are covered.

If you want a factory authorized program that can earn ***Factory-Trained and PHD Certification*** the Motorcycle Mechanics Institute is the only place to go.

For more information on the Motorcycle Mechanics Institute and the **Harley-Davidson *Factory-Trained Certification* programs CALL 1-800-528-7995.**

START YOUR CAREER TODAY

- Factory Training Facility
- Fully Equipped by Harley-Davidson
- Factory Trained Instructors
- Dealer Placement Assistance
- Financial Assistance Available

CHOOSE FROM 2 PROGRAMS

• Early Model Program • ***Factory Certification Program*** □ Flathead □ Knucklehead □ Panhead □ Iron Sportster □ Restoration/Repair □ Manufacture of Parts □ Machining □ Early Model Electrical

WHAT THEY SAY

"For me it was real good, got me in a dealership that I would not have been able to get in without the course." Steve Fitzgerald, Bartels HD

"Having had experience before attending MMI, I was just a mechanic, but now I am a professional technician." C.J. Quintana, Low Country HD

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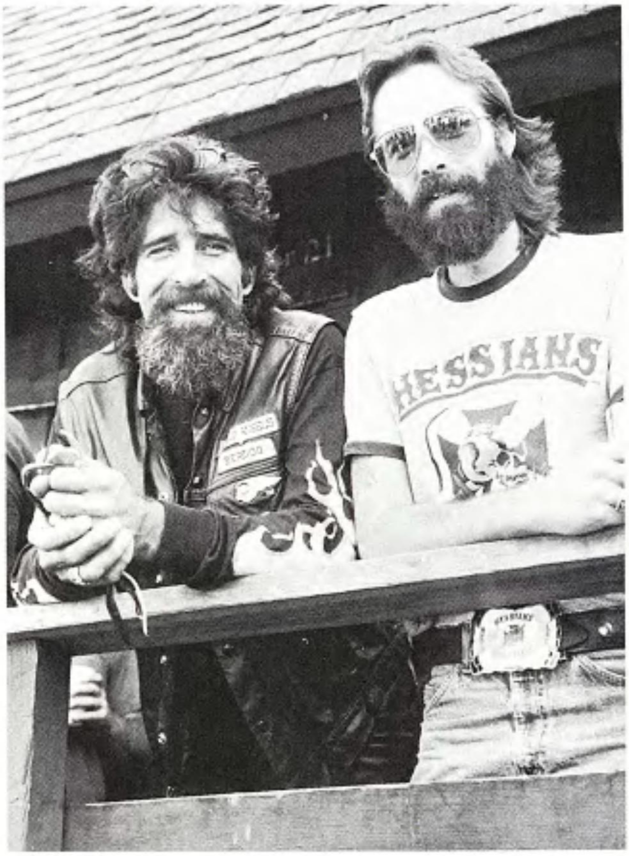
Motorcycle Mechanics Institute

A CLASS ACT

By Rip



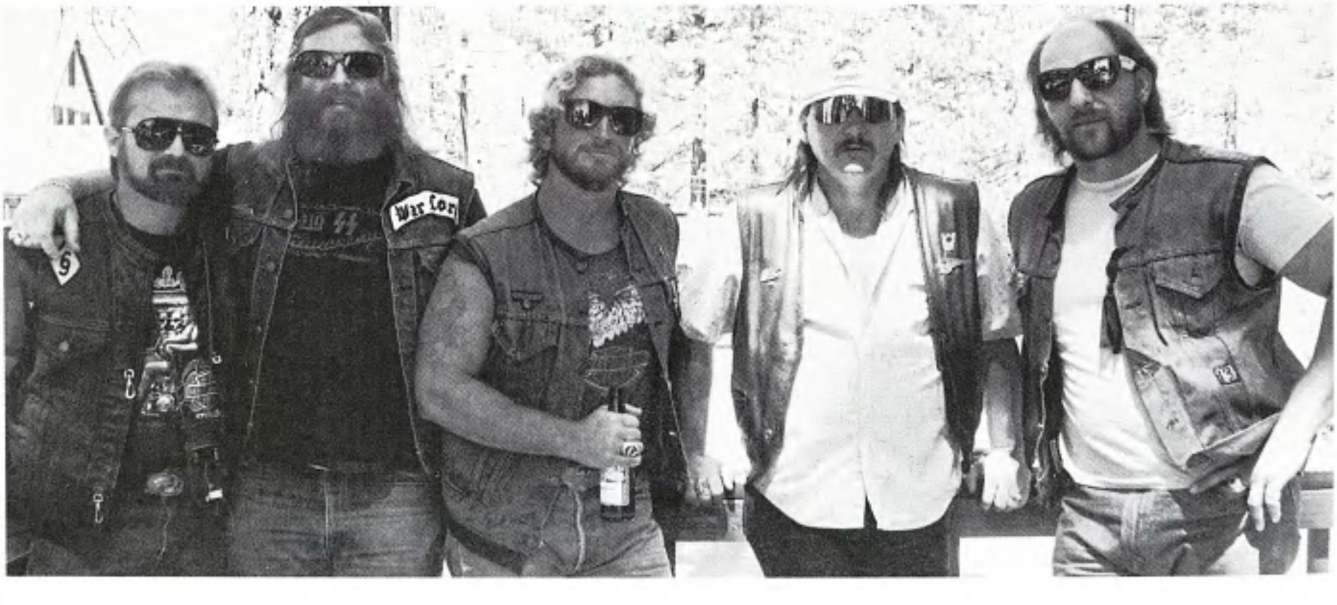
Ya know we bikers have a code that we try to live by. We like to think that we take care of our own. Sometimes we do and sometimes it doesn't happen. Here's an example of when it did.

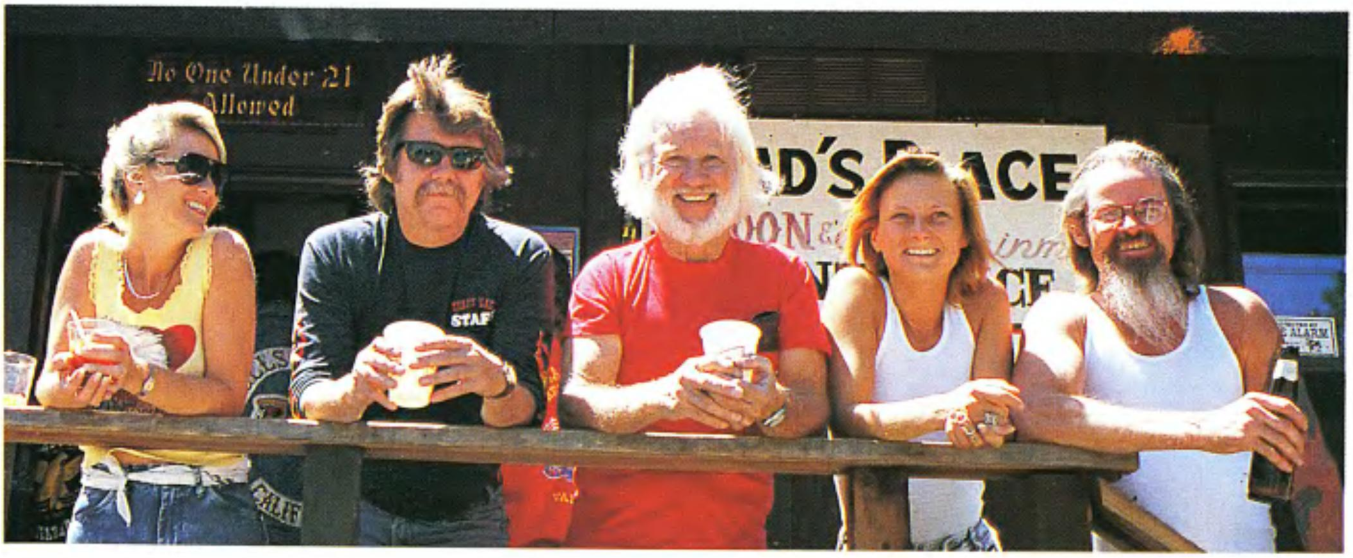
I'm talking about a benefit party held at Chad's Place in Big Bear City, California. The sponsors were the Hells Angels of San Bernardino (Berdoo), California and Ed Blake, the owner of Chad's Place where the function was held.

The club conducted a bike show in the parking lot behind the bar and a wet T-shirt contest inside, with the voluptuous winner taking away a wet $50 bill. They raffled off prizes like leather garments, saddlebags, and such, donated by Southern California shop owners and concerned friends.

Ed Blake donated all the money collected behind the bar that day, from the time the doors were opened in the morning, to way into the night. It tallied over 10 grand.

The beneficiary is Art's son, Art junior. The money will go into a trust fund to help with his education. Junior's uncle will supervise the funds. Art was a Hells Angel who met with an untimely demise. Art was a big man




No One Under 21
Allowed

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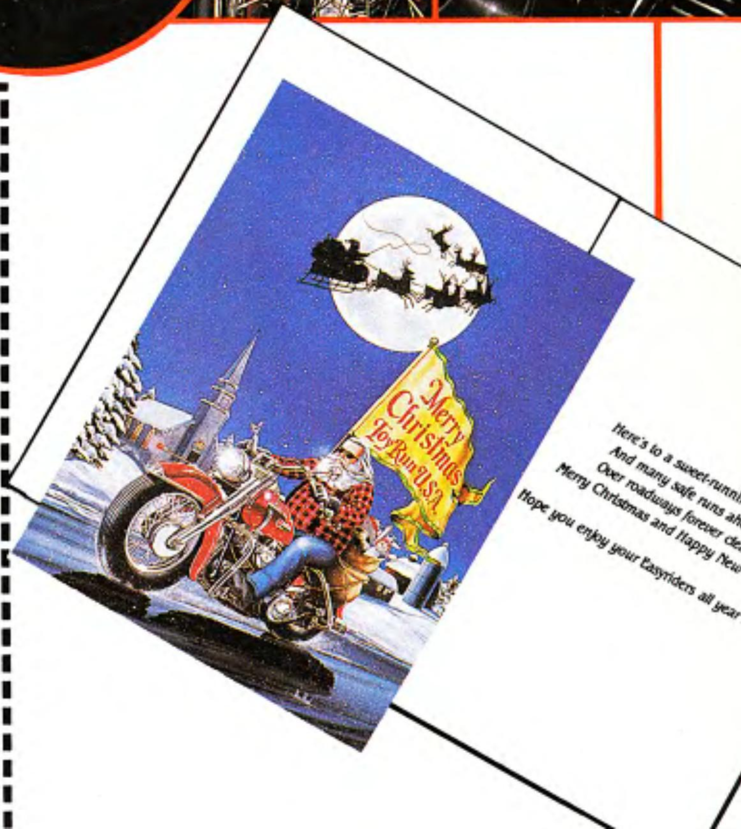
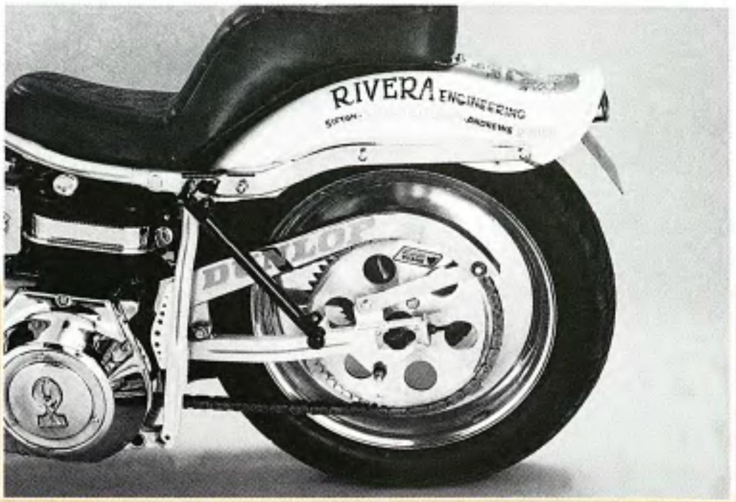


loved by many. With his wild looking hair and appearance, he may have scared the weak of heart, but inside that tough exterior shell beat a heart of gold. He was taking care of business when he met the Grim Reaper. Art was a personal friend of mine and I'm gonna miss his smile and carefree attitude. He could party with the best of them and still T.C.O.B.

Berdoo is the oldest chapter in the Hells Angels ranks and they do take care of their own. Let me add that this isn't the first time this chapter has done this. Hells Angels forever.■

Photos by Rip



Debbie Bearup, Mt. Morris, Michigan
1979 Low Rider drag bike

Talk about a woman who's broken ground. This gal not only tears down barriers—she tears up tracks.

Debbie Bearup has set 18 national racing records while roaring down dragstrips of the American Motorcycle Racing Association (AMRA), Dragbike! USA, and International Drag Bike Association (IDBA). And in her spare time, this mother of two sons (who also ride) makes herself available to charity events and guest speaking engagements for various organizations.

In 1986, with the help of sponsors (their names are emblazoned on her bike), her husband Larry was able to build this beautiful '79 Low Rider shovel, replacing the '82 Sturgis she had previously raced on.

Shortly after the shovel was built, Debbie took a high-speed spill caused by a crack in the track. But her pride and perseverance allowed

Photos by Michael Lichter

her to walk away from that life-threatening fall with just a broken thumb and a bad case of universal road rash.

She, and the shovel, healed up quickly with the encouraging help of her family and sponsors. She felt primed and ready to race in the '87 season.

Debbie holds an honorary membership in Women in the Wind, a leading women's motorcycle club, and has been revered in Harley Women, as well as numerous local and national newspapers. The women riders of America urge her on.

—Calamity

Year: 1979

Model: Low Rider drag bike

Engine: 80 cubic inches; Arias pistons; SU carb; Drag Specialties pipes; Sifton cam shaft

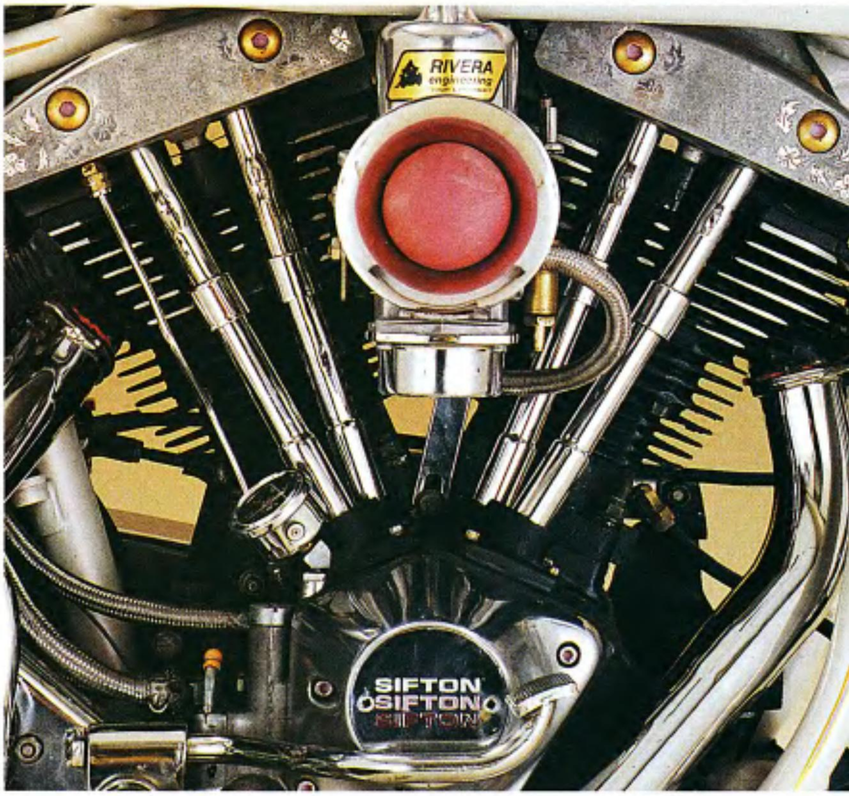
Transmission: Primo belt drive; rear sprocket, Rivera Eng.; Andrews gears; Atlas clutch

Forks: Super Glide, 19-inch extension; fork brace; steering damper

Wheels: Front: 19-inch, Performance Machine
Rear: 18-inch, Performance Machine

Finish: molding and painting by owner's husband and Rod Shop; sunset red pearl over black, white base; Ditzler paint; special hand painting by Rod Shop

Credits: Special thanks to Cris Sommer and Jo Felts of Harley Women magazine.



See the extensive MotorClothes™ line of leathers and denims for men and women, including many new styles for the 90's at a Harley-Davidson dealer.

MOTOR HARLEY-DAVIDSON CLOTHES
AN AMERICAN LEGEND

AVAILABLE AT SELECTED HARLEY-DAVIDSON DEALERS.

Easynews

"If it's of interest to bikers, we'll print it."

May–Motorcycle Safety and Awareness Month

By Pepper S. Massey, National Coalition of Motorcyclists

The National Coalition of Motorcyclists (NCOM) was formed not only to bring together all factions of the motorcycling community, but to increase the awareness of the general public to our sport and lifestyle. In other words, NCOM felt that even though fighting for the freedom of the road through the legislative process was an urgent need, public awareness and, therefore, increased safety methods must be addressed.

Early on, the Board of Advisers and Aid to Injured Motorcyclists attorneys from all over North America, decided that an all-out effort must be made to help stop the tremendous amount of traffic accidents involving motorcycles. The founder, Attorney Richard M. Lester, stated, "Well over 60 percent of multi-vehicle, motorcycle accidents are not the bikers' fault, and all drivers must be made aware of motorcycles sharing the road."

It was decided by NCOM that May (Motorcycle Awareness and You month) would be a good month to set aside for safety and awareness across the nation. The Board of Advisers urged states in their regions to have their governors issue proclamations. Many states that already specified May as Motorcycle Safety and Awareness month, requested mayors in cities throughout their state to issue the same proclamation.

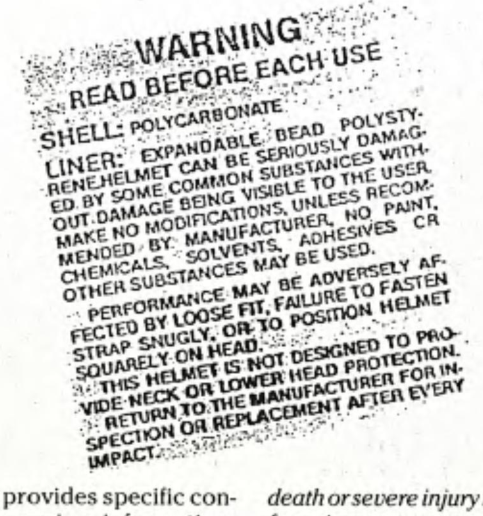
Billboards were put up urging motorists to drive responsibly and be aware of motorcyclists. Posters were made and circulated. Radio and TV public service announcements aired messages asking all motorists to share the road and check their mirrors twice. In 1988, NCOM was instrumental in having May recognized as Motorcycle Safety and Awareness Month nationally through a joint resolution issued by the United States Congress.

Currently, more than 75 percent of the states in this country have had May proclaimed Motorcycle Safety and Awareness Month (some states have other months or even a week set aside for safety and awareness). As we gather strength and momentum, NCOM needs each organization throughout North America to plan some sort of safety and awareness event in May. Presently, Canada has only a few provinces with proclamations. However, motorcyclists are working closely with the Canadian Safety Council to have May recognized as safety and awareness month on a national level.

NCOM was recently in touch with its member groups in Germany, Denmark, Holland, and New Zealand to solicit their help with a safety month. At the next European Federation of Motorcyclists meeting, a plan for international involvement will be implemented.

With the combined effort of NCOM member groups all over the world, it is our hope to have the month of May set aside internationally for safety and awareness. By educating both riders and non-riders, and making us all more aware as we travel the same roads, maybe some day the senseless slaughter can be reduced to extinction. But, of course, the loss of even one life is one too many.

Motorcycle Helmets: Tell Us What We Need To Know


WARNING
READ BEFORE EACH USE
SHELL: POLYCARBONATE
LINER: EXPANDABLE BEAD POLYSTYRENE HELMET CAN BE SERIOUSLY DAMAGED BY SOME COMMON SUBSTANCES WITHOUT DAMAGE BEING VISIBLE TO THE USER. MAKE NO MODIFICATIONS, UNLESS RECOMMENDED BY MANUFACTURER, NO PAINT, CHEMICALS, SOLVENTS, ADHESIVES OR OTHER SUBSTANCES MAY BE USED.
PERFORMANCE MAY BE ADVERSELY AFFECTED BY LOOSE FIT, FAILURE TO FASTEN STRAP SNUGLY, OR TO POSITION HELMET SQUARELY ON HEAD.
THIS HELMET IS NOT DESIGNED TO PROVIDE NECK OR LOWER HEAD PROTECTION.
RETURN TO THE MANUFACTURER FOR INSPECTION OR REPLACEMENT AFTER EVERY IMPACT.

By Cohler, National Coalition of Motorcyclists

The theory behind a motorcycle helmet is simple: the outer shell and inner lining combine to absorb and disperse a shock, thereby protecting the wearer's head from serious injury.

That's the theory. The reality is often quite different. I quote at random from some of the accident case files:

"Collapse of rider's helmet. Death from head injuries. Defective manufacture of helmet."

"Helmet failed on impact, killing wearer."

"Helmet shattered on impact. Head injuries resulting in death."

"Helmet shattered on impact. Large, open head wound resulting in brain damage."

I could go on and on—there are hundreds and hundreds of cases. The wealth of evidence shows that bikers who thought they were buying head protection when they got crash helmets wound up maimed or dead. How did this happen? Who's to blame?

We look for the answers, day in and day out, in our legal practice. And we find repeatedly that a lot of helmets on the market today, perhaps most, are simply not manufactured well enough to withstand a shock much greater than from a hard snowball. Such helmets are often poorly designed, constructed of inferior materials, sloppily assembled, and insufficiently tested. In other words, some manufacturers knowingly sell a product that may be virtually useless in a serious or even moderate accident.

The problem is, the *buyer* doesn't know this. That's because helmet makers are not required to attach warning labels (called disclaimers) specifying the shortcomings of their products. In fact, only one company, Land Tool of Calgary, Canada, maker of Maxon, provides specific consumer warning information. The Maxon disclaimer is worth quoting in full:

WARNING!

READ BEFORE EACH USE.

SHELL: Polycarbonate

LINER: Expandable bead polystyrene helmet can be seriously damaged by some common substances without damage being visible to the user. Make no modifications unless recommended by manufacturer, no paint, chemicals, solvents, adhesives or other substances may be used.

Performance may be adversely affected by loose fit, failure to fasten strap snugly, or to position helmet squarely on head.

This helmet is not designed to provide neck or lower head protection.

Return to the manufacturer for inspection or replacement after every impact.

Examine helmet for damage before donning. No helmet can protect from all foreseeable impacts or injury on impact. Helmet may be damaged by the absorption of energy and the shell may crack or break. The liner may be severely damaged in a way not visible to the user. The function of this helmet is to be destroyed as it absorbs energy from impact.

Neither the maker nor the seller of this helmet can foresee or predetermine the nature or severity of all impacts. This helmet exceeds federal standard FMVSS218. Even so, death or severe injury may result from impacts at speeds as low as 15 mph while wearing a helmet.

DUNS 24646502

MADE IN CANADA

That multiple warning, which we strongly feel should come with all makes and models, clearly indicates the dangers of relying on a helmet for protection. What it doesn't explain is *why* this is so.

Essentially, it's because mandatory standards for helmet design, construction, and testing are ridiculously low. In fact, there is only one federally mandated standard: Federal Motor Vehicle Safety Standard 218 (FMVSS 218), which requires that motorcycle helmets must soften impacts to a force no greater than 400 g's of acceleration. Manufacturers test for that standard by strapping a prototype or factory-run helmet to a headform and dropping it onto a hard surface from a height of 3 to 9 feet—a test that bears little relationship to real accident situations. In addition, in most cases, only medium-sized helmets are tested, because that's the size of the headform. But when the manufacturer upsizes or downsizes the shell/lining combination, the resulting helmet does not necessarily provide the same protection as the test model.

Even with these limitations, some helmets meet the test much better than others. But buyers have no way of knowing which ones because, once again, this information is not provided. There is no consumer rating system for motorcycle helmets. There should be. The buyer should know how well (or poorly) the helmet meets the "g" test.

In the meantime, if you seriously want a helmet that offers relatively good protection (instead of the cheapest you can find to obey a state helmet law), here's what to look for:

Outer shell. Choose fiberglass over plastic. Fiberglass is much harder and disperses a shock better.

Inner lining. Thickness is more important than materials. If the outer shell is thick, the lining can be relatively thin. If the shell is thin, you'll need a thicker lining. It's the combination that counts.

Fit. It's important that the helmet, with the chin strap buckled, should conform to the shape of your head for a comfortable, firm fit. Unfortunately, most helmet lines come only in Small, Medium, and Large. You may have to try on many helmets from many manufacturers to find one that does not chafe, slip, or slide.

Reliability. In the absence of realistic standards and mandatory consumer labeling, you should buy only from knowledgeable dealers you can trust. Do not take the word of an uninformed shop clerk or pick a helmet off a discount store shelf—unless you know in advance what you're buying. Ask around among your biking buddies and at reputable dealers.

Motorcycle helmets may be a nuisance, but if you're going to wear one, at least get a model that offers a chance of saving your skull.

And join us in demanding safer standards and consumer warning labels.

Culinary Feat Earns Biker Recognition

The Gallopin' Gourmet's got nothin' on this *Easyridin'* Epicure, whose Biker's Spud Salad Supreme knocked out a cluster of culinary competitors to earn him a rankin' among the top 10 home chefs in a recent Chesapeake, Virginia, cook-off.

T.R. Vanhorne, a biker by calling, not only found himself in some fierce competition with some of the hottest local homemakers, his recipe was also printed in the food section of a Chesapeake newspaper.

But that wasn't enough. We figured this recipe needed to get to the right readership, the bikers around the country. That's after all, what it is: a biker's salad. So sharpen yer pencils and get yer dusty salad bowl outta the cabinet, 'cause here are T.R.'s very own directions to culinary happiness.

"Biker's Salad Supreme is a bold, tangy potato salad that is a favorite at all of my biker cook outs, which I have entered several times this year. It is outstanding with any pig picking, grilled steak, Virginia hot sausage, or barbecued chicken, and don't forget the Carolina baked beans. A true feast that will please any biker palate.

"I am accustomed to cooking for between 100 and 700 bikers at a time. I'm also a graduate of the School of Hard Knocks, with a degree in the Order of Necessity. I'm breaking down my recipe to feed 10 hungry people (bikers)."

Here goes:

3 lbs. medium potatoes, peeled, cut into small cubes, boiled, drained.

4 hard boiled eggs, peeled, chopped coarsely.

2 medium onions, chopped very finely.

1 tablespoon lemon juice.

1 tablespoon brown sugar.

1/2 tablespoon salt, season to taste.

2 tablespoons Gray Poupon Dijon mustard.

3 tablespoons Kraft Real Mayonnaise.

1 tablespoon McCormick Salad Supreme seasoning.

(If you like a bolder, more tangy flavor, add more of the last four items. Season to taste).

"After potatoes are boiled, drain, put in large bowl, and put in freezer for 10 minutes. Remove from freezer, add all items, spoon slowly, and mix very well to get a good blend of items. Taste, and add extra items for a bolder taste. Lick the bowl afterward. Serve with your best friends and best food at your next cook-out."

We gave this recipe to our office mouse yesterday to fix us all some tasty tater salad, but I ain't seen any of it yet. Come to think of it, though, I have noticed Spider belching a lot more today than usual.

—Red Baron

BURN THE JERKS UPDATE

Well, we asked for your opinions and you were happy to obliged us. So here is a sampling of your replies (we received almost 500 so far) to the question, "Who Should Burn?"

Hey, to the asshole who burned the flag . . . I'd like to see that dick-faced faggot, 'cause I'd wrap that asshole in a Commie flag, drag him down the middle of a railroad bed behind my Sporty for a mile or two, and then stick that flag up his Commie ass and burn it.

—Pissed-off bro
Bryant Pond, Maine

The Supreme Court needs to get a grip with reality. Don't they get it? Red, white, and blue stands for freedom. This country and its representatives piss me off. In other words, I agree 100 percent with Bandit!

—Janice Butler
Oakley, Calif.

I see America coast to coast. I see Americans coast to coast. But I don't see my old friends, and my neighbors don't see their sons who are MIA. I see an American flag hanging from my neighbor's porch every time I go home. I feel proud to say the Pledge of Allegiance with my young nephews. A fire burns in my heart for Lady Liberty and the red, white, and blue flag that represents our beautiful American home.

For those who burn the flag and call themselves liberals—stop trying to be politicians. This is America, not Politia, dickheads.

—H-D rider
Cedar Rapids, Iowa

While I can understand the emotional appeal of such an issue, I cannot succumb to further erosion of our rights and freedoms. Tomorrow it will be motorcycles, tattoos, long hair, oral sex—any number of things that the so-called "straights" want to make criminal . . .

So please, no more laws. No law about burning anything or not burning anything and no more cry-baby arguments about "what they're doing to my flag." Fuck it. I find that with a little martial arts and a .38 in my pocket, I can keep the majority of assholes out of my face. And when all else fails, there's always the scoot and the mountains.

—Dan Faingnaert
Ambridge, Pa.

Short Strokes

What comes around goes around

Some integral info here: Canada is heading into the 90s by requiring all new vehicles to be equipped with automatic lights, and to have them on whenever the engine's running. The USA currently doesn't abide by the philosophy, but it may be coming....**Hey, if you attach a** sidecar to your scoot, let your insurance man know. It shouldn't cost you more because it's permanently attached. A trailer will....**Oh, and another Canadian** tip. Insurance on the snowy side of the border will cover you stateside, but at Canadian rates. U.S. rates for medical care are 10 times higher that those in the Great White North....Okay, so the ol' Strokes is a tad short this issue. I've been up with the Streamliner crew wrenchin' like a madman. There's more braided steel on that puppy than a DC-10, more brake lines than a B-1 Bomber, but there's also more heart pumped into the rocketcycle than an Olympic marathon. We're leavin' for the flats tomorrow. You'll get the good news next issue....**Tex sent me a couple** of Christmas ideas: How about a talking shit-paper roll or padded antlers ya can slip on your dog? Instant Reindog. Enough holiday revelry. Back to business....In Indianapolis, a woman turned left in front of a couple of bikers, later giving them the same ol',"I didn't see 'em" excuse. Didn't work this time. The riders were motor cops....**In Miami, a Hamster** fell 16 floors and didn't die—so what?....**Hey, I regularly** receive a number of grizzly reports of brothers going down on account of motorists, but the reports always seem to contain some bullshit about the fact that the riders weren't wearing helmets. But recently, the majority of the clippings featured riders with helmets on—all suffering substantial head injuries. The cagers are still at blame—and getting away with it....**A Scottsdale, Arizona biker hit** a median recently and scratched himself severely—he was naked 'cept for tennis shoes....**Note the following:** Honda is recalling 6,294 of its 1989 Honda CBR600F bikes to eliminate a potential fire hazard—no wonder sales are plummeting....**And finally, the tech tip of the month:** Mark Cannell, from Phoenix, likes batteries about as much as I do. So each year, when he's forced to shitcan the old one, Mark recommends rubbing silicone around the terminals before installing the new one. This slows down the inherent leaking problem and prevents vibration. While you're at it, put a ring of it around the center of the body to cushion it. Now hit the road.

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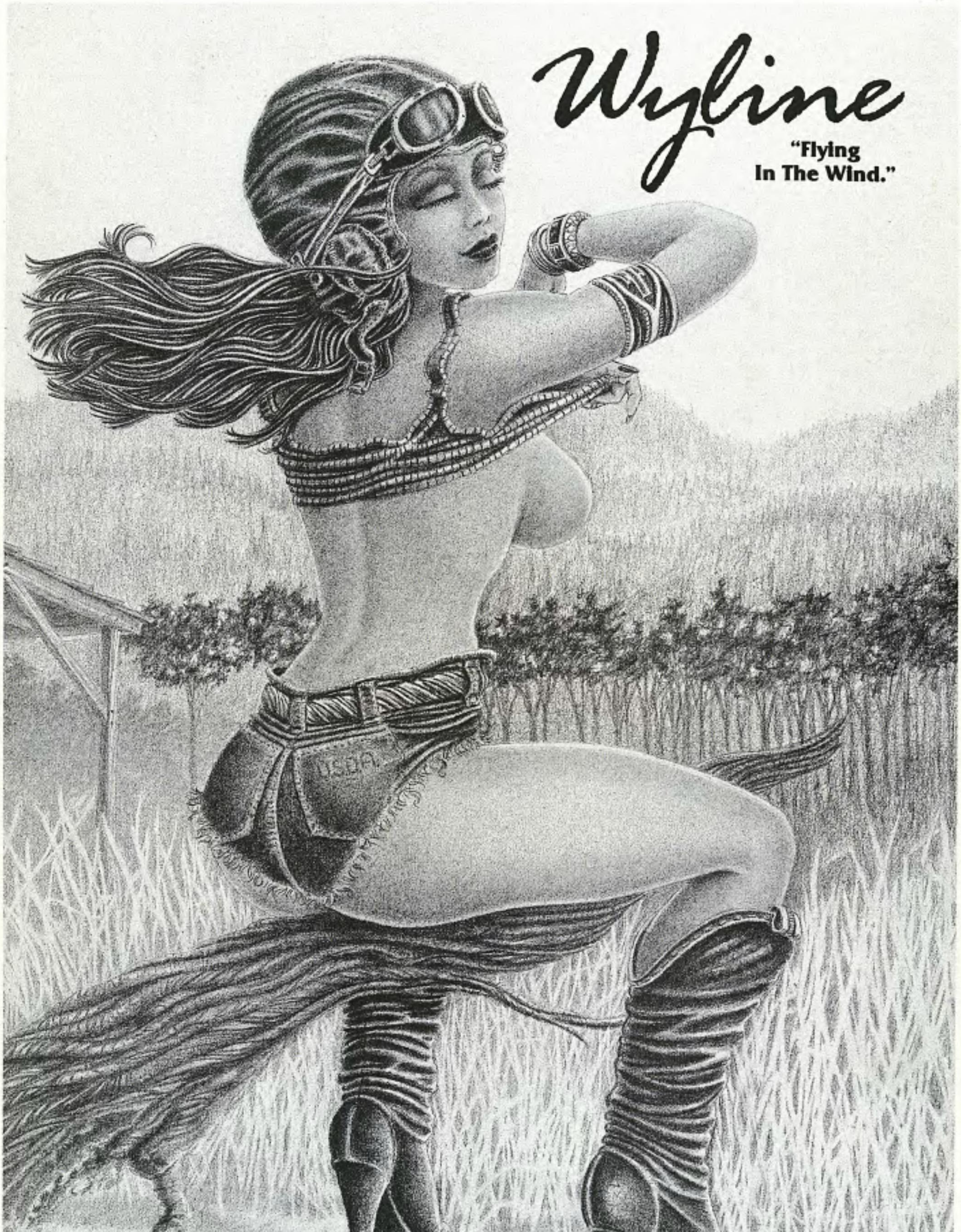
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BIKER HALL O' FAME

By Red Baron

Illustration by Jon Towle

Donald Cole
Port Gibson, New York

At an age when most people rest quietly six feet under, Donald Cole is busy running his motorcycle repair and supply shop, just like he has been every day for the past 60 years. He doesn't go riding much anymore, but every once in a while he still likes to take one of his three vintage Indians (1936, 1951, and 1953, all with sidecars) out on the road—just to stay in practice. He rides alone, though, because his wife Beatrice, 87, has arthritis and is wheelchair-bound.

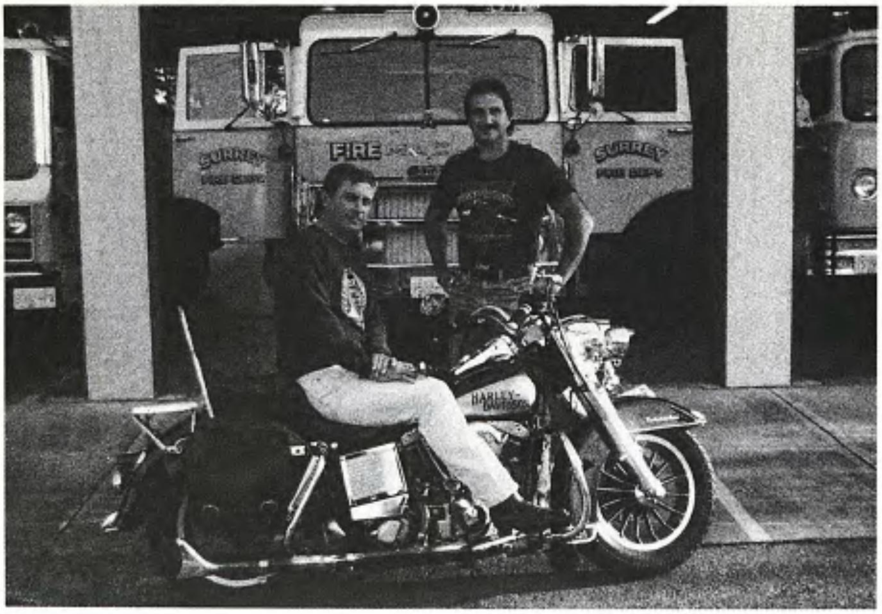
Don, who will be 91 in February, bought his first bike, a 1913 Indian, in 1915 for $125. From 1916 until 1953 he wrenched on the Newark, New Jersey Police Department's motorcycles. For the first seven years of his marriage he refused to buy a car. It wasn't until 1928, when their fourth child was born, and he couldn't fit the whole family on the bike and in the sidecar anymore, that he broke down and bought a cage.

His own business started as a part-time hobby around 1928 and expanded simply through his reputation. Though he still works on a project bike every now and then, he mainly concentrates on the supply end—for Harleys and Indians exclusively, of course. The word retirement seems to be missing in Don's vocabulary, and all I can say is, I hope I'll be this alive 60 years from now.

Ron Henze & Al Fisher
Surrey, British Columbia

These two guys not only work together in the Surrey Fire Department and have the same father-in-law, they also share a great passion for Harleys. So much, in fact, they decided to use the Harley legend to do some fundraisin' around town.

Ron, who rides a 1980 FLH, and Al, who had to sell his panhead of unknown age and is in between putts, started their benevolent venture six years ago, in an effort to raise cash for their local burn unit. They kicked around several money making ideas until they decided on something called a limited draw. You sell a limited number of tickets, draw from among them, and the lucky ticket holder wins the prize. Simple. And when the prize is a brand new Harley, word gets around.



In 1984 they sold 400 tickets, at $50 each, and raised $6,000 for the burn unit. Last year, a gal from North Vancouver rode home on a 1989 Heritage Softail, and the burn unit was $9,831 richer. This year, shortly after Christmas, they will hold their sixth Harley draw, and someone will ride away on a 1990 Heritage, provided by Deeley Motorcycles and the help of Stacy Goodman—both have been with the brothers-in-law since the beginning of their efforts.

For 50 bucks a ticket, this seems like a helluva good, and cheap, way to get onto a great bike. 'Course, having lady luck owe ya a favor wouldn't hurt, either.

Photo by Kai Raecke

Courtney Caldwell
Santa Monica, California

It ain't often that a woman gets into *this* part of the rag, so we figgered we'd better pick a good one. There ain't much that Courtney hasn't done to improve the image of the ridin' woman, from fundraisers to founding American Women Road Riders' Alliance (AWRRA), a five-year-old club currently countin' 600 female members in 10 chapters across the country. She was even in Sturgis last year to promote her club.

But that's not where it stops. Last year, Courtney, who currently rides a 1989 FXRS Low Rider (her fourth bike), and three friends (females, 'course), went on the Van Buren TransCon, a ride commemorating Augusta and Adeline Van Buren, the first women (in 1916) to solo across the United States on motorcycles. Courtney used the event to raise some funds for the Juvenile Diabetes Foundation.

Two years before that, Courtney became the first woman to ride a bike in the One Lap of America, an 8,280-mile race around the United States, formerly known as the Cannonball Run.

That's all pretty impressive for anybody, especially for a woman who only stands 5'1" and is the mother of two grown kids. And if that ain't enough, well, last January she also started publishing a magazine called *American Woman Road Riders*, which, like AWRRA, is apolitical and mainly concerned with getting more women involved in the sport.

But beware, guys! This pretty lady ain't easy pickins, and she's got a black belt to prove it. ■

PASSIN' GAS

Face it — everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two — and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay $25 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to Jokes, Box 3000. Agoura Hills, CA 91301.

"Miss Haywood, see that Mr. Carlisle receives one of our complimentary solar calculators after I paint the wall with his brains."

"If you ask me, the tuna flavored douche was a terrible idea."

While sucking down some suds at the local bar, Panhead Pete was checking out a trio of chicks at the next table. There wasn't a dog in the bunch, and he could tell by the conversation that they were all involved in the real estate business.

When two of the hardbellies excused themselves to visit the powder room, Panhead Pete stepped over and said to the remaining lass, "Excuse me, but I happened to notice you ladies seem to know a lot about real estate."

"Well, sure, I guess we do," said the fox.

"Then maybe ya can tell me something," Panhead Pete said, unzipping his Levi's and whipping out his meat. "Is this a lot?"

—Halfbreed
Inside

Definition of *psychosomatic*: Norman Bates' food processor.

—James Wheway
Somers, Conn.

Did ya hear about the new McDonald's hamburger made outta beef lips?

It's called the McJagger.

—Sandwich
Inside

Deciding to do some backyard landscaping, a biker went to the brickyard to buy a shitload of bricks. When he asked the salesclerk what they cost, the clerk told him, "The more you buy, the cheaper they are."

"No shit?" said the bro. "Then just keep loadin' the cocksuckers into my truck until they're free."

—Greg LeMay
Oshkosh, Wis.

In the Old West, a buxom blonde was awaiting execution after being convicted of stealing a horse. As the gallows were being erected, the sheriff unlocked her cell door and asked if she had any last requests before they stretched her neck.

"Just one," she replied. "I want to be hanged completely naked." The sheriff gladly passed along this request to the judge, who promptly granted it.

At high noon, two deputies were cheered on by the large crowd that had gathered as they led the beautiful nude chick to the gallows. However, nobody had clued in the executioner about the unusual last request, and dumbstruck, he looked on in disbelief as the noose was lowered and placed around her lovely neck.

"Hey, what's all this?" inquired the incredulous hangman, staring at her bitchin' bare body.

The chick smiled and whispered in his ear, "It's all yours if you keep your trap shut."

—Trucker
America

Did ya hear about the leper who tried to rob a house?

He was doing okay until the dog started barking, then he went to pieces.

—Brazell
Durango, Colo.

Two GIs happened across a dead animal after maneuvers one afternoon.

"It's a mule," declared the first soldier.

"Naw, it's a donkey," insisted the other, and they began arguing back and forth until a sergeant showed up.

"Cut the shit," the sergeant barked. "It's an *ass*—now break out your shovels and bury it."

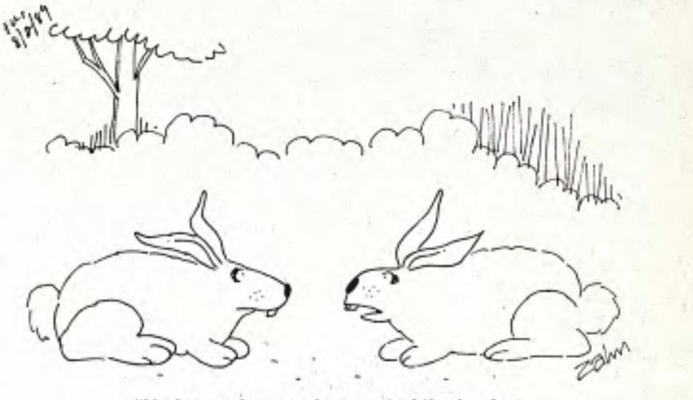
While the GIs were digging a grave for the poor beast, a passing WAC noticed them and asked, "What's that—a foxhole?"

After a long moment, they both replied, "Nope."

—Ruben Sanchez
Tehachapi, Calif.

Definition of *clitoris*: a hair trigger.

—Redneck
Bunnel, Fla.



"He jumped on me from out of the bushes, but before I could yell 'Rape!' he was done and gone."

"Damned pit bull!"

The cager was driving down the interstate at about 75 mph when he kept hearing a steady tapping at his window. Looking over, he was shocked to see a burly bro on a shovelhead right beside him, gesturing for a light for his cigarette.

The cager freaked, pulled off the interstate, and called the cops, who quickly took chase and pulled the tramp over just a few miles up the highway.

"Are you fuckin' crazy?" demanded the officer, "or are you simply tryin' to kill yourself?"

"Hell, no," said the biker. "I only smoke four of 'em a day."

—Deacon
Sanford, Fla.

Marriage is a whole lot like taking a bath—it ain't so hot once you get used to it.

—Brian Smith
Janesville, Iowa

Jesse James and his gang were robbing a train one dusty afternoon. As Jesse busted through the door of the passenger car with his guns drawn, he announced to all the passengers, "My name is Jesse James, and I'm gonna rob this train and rape all the women aboard!"

One young cowboy, being true to the code of the West, immediately jumped up and said, "Nossir, Jesse—our money, maybe, but you ain't touching our women."

A 60-year-old spinster across the aisle promptly leapt to her feet and walloped the young cowboy across the head with her purse.

"You jist sit yerself down and shut the fuck up, young feller," she said. "Ol' Jesse here knows how to rob a train."

—Sonny Romine
Columbus, Ind.

The hillbilly got a job as a mechanic in an auto repair shop, and for his first task, he was helping the boss check the turn signals on a customer's car.

"Now go behind the car and see if they're working," said the boss, turning the blinker on.

The hillbilly walked to the rear of the car, looked, and called out, "Yep . . . nope . . . yep . . . nope . . ."

—J.D.
Doin' Time

When short hemlines came back into fashion, Miraculous Mutha dug out an old miniskirt from her trunk—but she couldn't figure out what to do with the other leg.

—Wolf
America

Didja hear about the chick who gave birth to a baby boy with a moustache?

She was tickled to have him.

—Al Troxler
Greensboro, N.C.

At the funeral of his closest bro's ol' lady, Jerry noticed his partner standing over the coffin, staring solemnly down at his deceased wife.

Putting his arm around the new widower's shoulders, Jerry said sympathetically, "Musta been hard to lose yer ol' lady, huh, bro?"

"Yeah," he whispered. "Damn near impossible."

—Strongarm
America

Whaddaya call an experimental monkey in a blender? Rhesus Pieces.

—Fat Boy
Rockies

"My wife misunderstood when I told her I was tired of being in the same old rut . . ."

"Let me get this straight . . . you called her a two-bit whore and she hit you over the head with a bag of quarters."

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If you would like your business included in the "Biker's Bulletin Board," seen by more than 2,500,000 readers every month, call (818) 889-8740.

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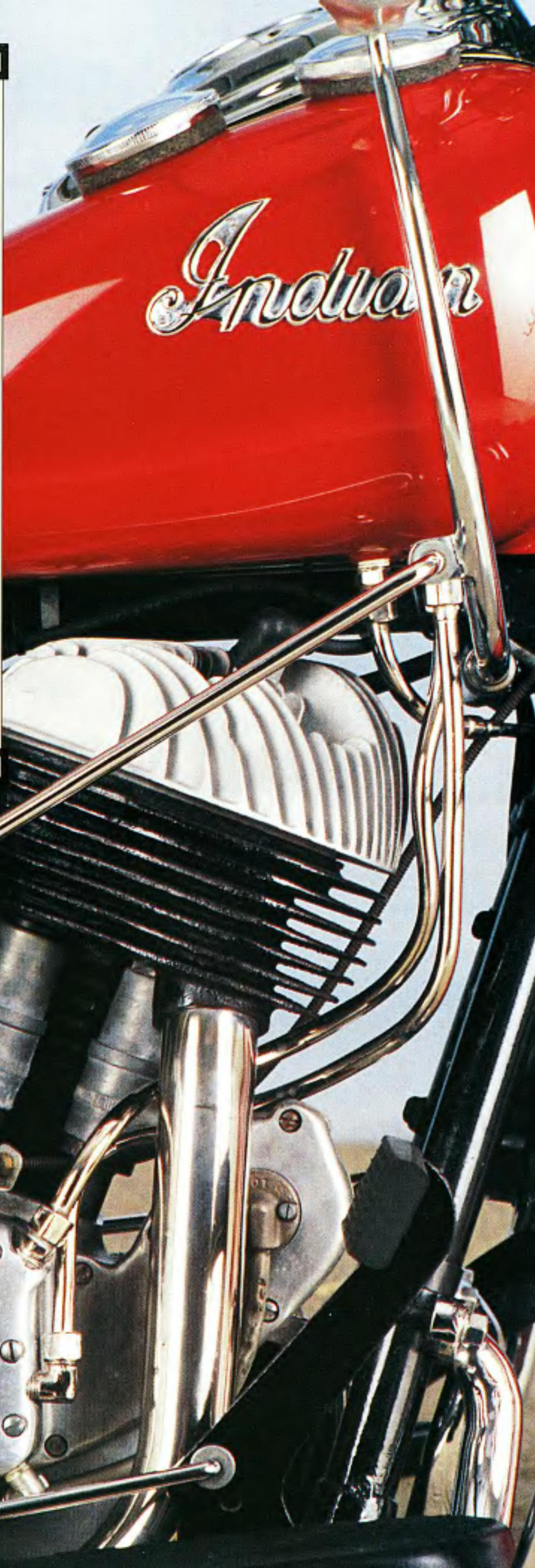
Tell 'em you saw their name here!

RED INDIAN

The princess in the cornfield

Once upon a time, when the red Indians still inhabited this great country, there lived a farmer near a village named Dunbar, in the great state of North Carolina. Now, this farmer had one of those classic Indians, and she was good to him for many moons. She took him where he wanted to go, she never complained, and she never asked for a drop more oil than she really needed.

One day he was ridin' her down a country lane, when she burst into flames. He got pissed, wrapped the Indian in chains, fired up his tractor, and towed this beauty into a dusty cornfield. And that's where she stayed, for 20 years,



exposed to the elements and lonely.

In a nearby town named Georgetown, a man lived with his wife. His name was Hans, but everyone called him Shag. Shag heard about this Indian in the cornfield from a friend, and he went to look for her. When Shag found her, she was nothin' but a heap of rusted junk metal. But Shag, ya might say, saw her inner beauty, and he decided to take the big-skirted V-twin home to put some life back into her tired, old frame and pump fresh oil through her veins. The old farmer didn't mind, he was glad to get her off his land and gave her to Shag for free.

The poor thing didn't have any wheels. Matter of fact, the only components left were the engine (Shag had to beat the pistons out), the tranny, the rea plungers, and the forks. It musta been a heartbreakin' sight.

Shag hauled her home, and she soon found a new teepee in the kitchen of Mrs. Shag. It took him two weeks to tweak her frame back into shape, and over the next three years he worked on

her piece by piece, machining some elements himself, and cruisin' the swap meets around Charleston (a big city blown down the road) to find hard-to-replace, vintage parts.

Well, like any good Cinderella story, this , too, has a happy ending. Last year, Shag hauled her down to Daytona for Bike Week. He and a friend, John Beard, finished her on the night of the big Rat's Hole event. Someone lent him a dash, 'cause she didn't have her own, and then she was ready, purty as you please and struttin' her freshly coated paint like a princess on parade. She took her first trophy in that event.

That was just the beginning, though. She's won several firsts in shows around the Charleston area, and at the first Queen Mary bike show she came in second in the Preview category (scoring $1,000). But that's only because Shag put her taillight on upside down and didn't notice it until after the competition. Now she lives—happily ever after, of course—at Shag's digs, and she ain't so lonely anymore, either. There's a '69

Photos by Silvermoon

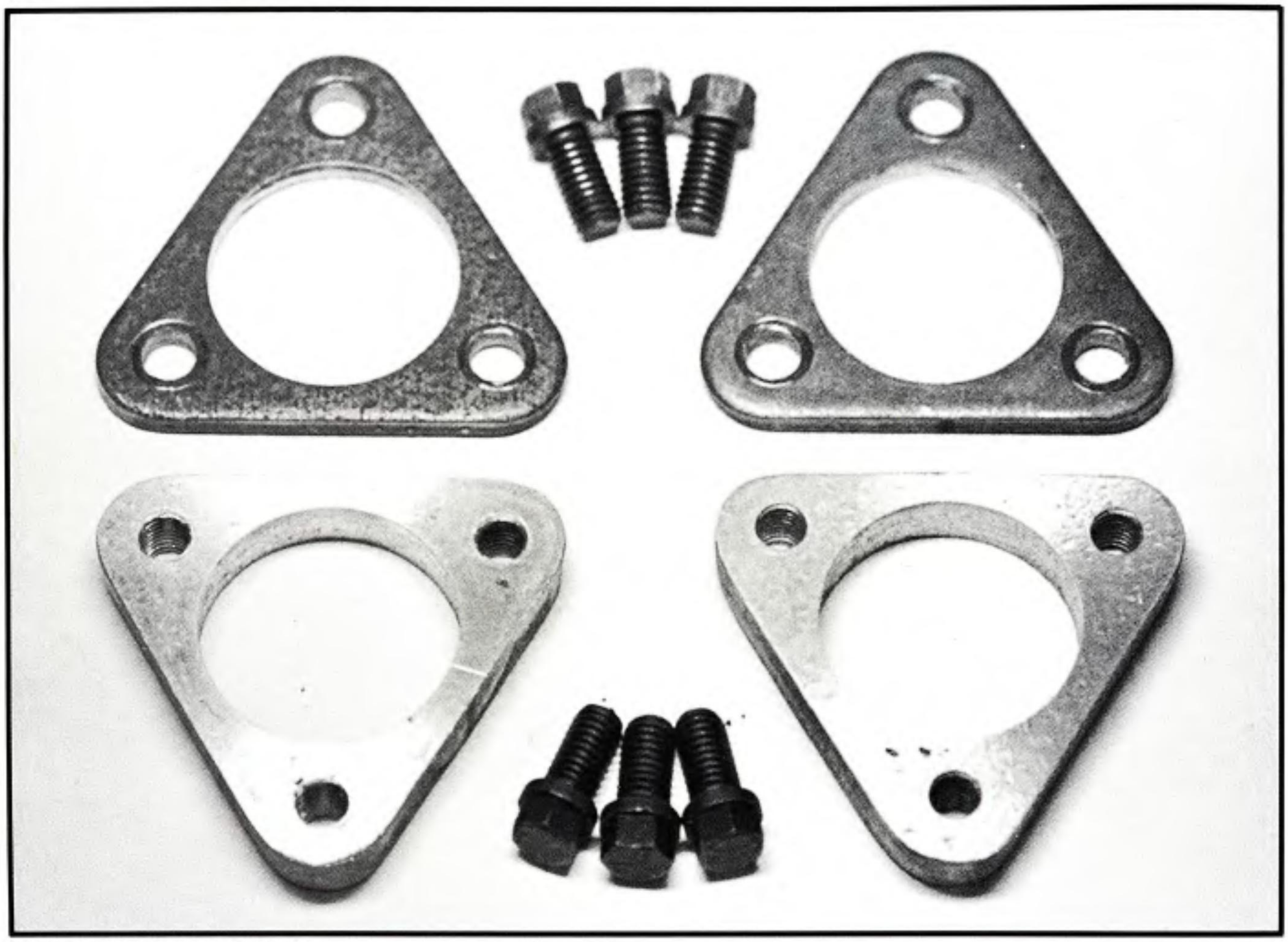
Owner: Hans "Shag" Ransom	**City:** Georgetown, South Carolina	
General	**Frame**	
Fabrication by: owner	Year: 1948	
Year and make: 1948 Indian	Builder: Indian	
Model: Chief	Type: plunger	
Value: money can't buy it	Rake: enough	
Assembly by: owner	Stretch: none	
Time: 3 years	Other alterations: none	
Chroming by: Brown's	**Accessories**	
Engine	Bars: stock	
Year: 1948	Risers: 2-inches dogbones	
Model: Chief	Fender(s): skirted	
Rebuilder: owner/Herb Sweet	Headlight: three of 'em	
Ignition: points & dist.	Taillight: original	
Displacement: 74 cubic inches	Speedo: 120 mph	
Lower end: original	Front pegs: floorboards	
Balancing: Herb Sweet	Rear pegs: none	
Pistons: .030 over	Electrics: 6-volt	
Cases: bead blasted	Gas tank: 3-gallon	
Heads: flat	Oil tank: in gas tank	
Cam: stock	Oil system: dry sump	
Lifters: solids	Primary cover: bead blasted	
Carb(s): Linkert 641	Seat: solo	
Air cleaner: original	Sissybar: none	
Pipes: N.O.S.	Height: n/a	
Muffler(s): stock	Material: n/a	
Transmission	**Forks**	
Modifications: none	Type: stock girder	
Year: 1948	Extension: stock	
Shifting: 3-speed	Builder: Indian	
Engine sprocket: 23-tooth	Special features: none	
Trans sprocket: 23-tooth	**Wheels**	
Wheel sprocket: 43-tooth	**Front**	**Rear**
Painting	Size: 16-inch	Size: 16-inch
Molding: none	Hub: stock	Hub: stock
Painter: Wet Look, Charleston, S.C.	Rim width: 500x16	Rim width: 500x16
Color: Indian Red	Tire: M90-16 Carlisle	Tire: M90-16 Carlisle
Type: acrylic lacquer	Brake: drum	Brake: drum
Special paint: none		
Other special modifications: 99% original — nothing is perfect.		

FLH, a '36 Injun, and a '47 Scout keepin' her company, and together they're just one big, happy family. And I do hear tell that there might be young'ns on the way, but don't quote me on that.

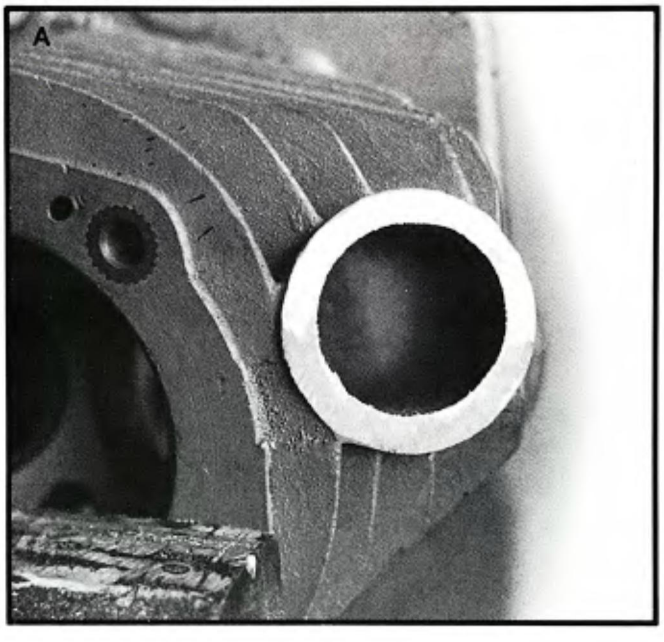
Oh, and what about that farmer? Well, Shag took the Indian princess by his house, and the old man couldn't believe his eyes. He was so overcome with greed and envy that he had a stroke and died. So his wife strapped him on the tractor and hauled him out to the cornfield where she tossed his sorry ass. Now, there is a moral to this story, but if I gotta tell ya, ya ain't never gonna understand it in the first place. —Bro Grimm

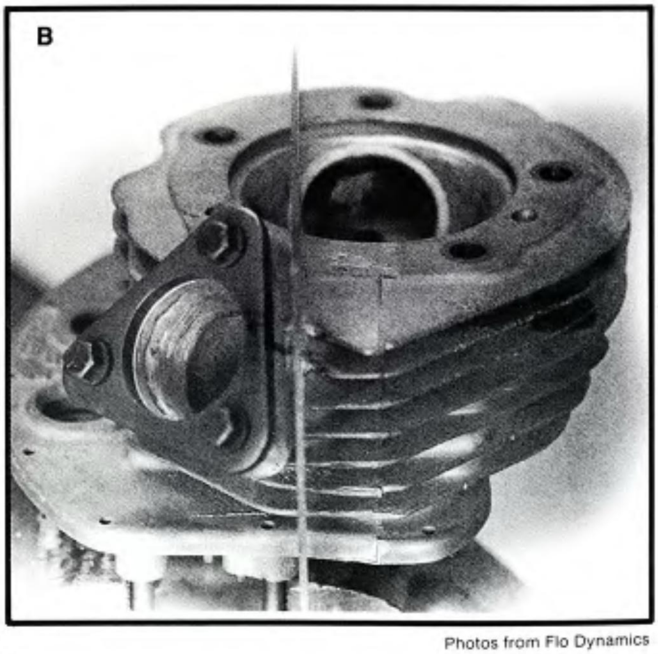
Exhausting Solutions

Keepin' exhaust in the pipes on pans and shovels can be a problem—until now



Flo Dynamics exhaust manifold kit





Photos from Flo Dynamics

Tech Tip

They say that Harley riders don't screw around when it comes to mechanical solutions. This is one helluva, heavy-duty example. Perry Kime at Flo Dynamics has been fixin' exhaust leaks for his brothers for decades. He got fed up with the tape and asbestos patch jobs. Wiring exhaust pipes to worn out manifolds is always a losing proposition. Studs that seem to fall out of shovelheads after a given number of miles, and never seem to get tight enough, are a constant drag. Besides the strain leaky exhaust can have on your mill, loose pipes are nothin' but trouble. So Perry applied some tried and blued automotive exhaust history to our American breed of bikes—the standard three-stud exhaust bracket system.

If you're in the midst of a rebuild, you can either send your heads to Perry, and have his experienced hands install these 356-grade alloy flanges (hardened for maximum strength and weld ability), or you can buy one of his kits—with templates for modifications, and complete, detailed instructions. The flanges may be welded on by a qualified welder with experience in aluminum castings, using a Heliarc machine *only*.

Following are excerpts from his instructions to give you the basic requirements for installing the Flo Dynamics kit.

Preparation of Panheads

Heads must be clean and free of oil and carbon especially in the area to be welded. Remove existing spigots with a hacksaw. A disc grinder can be used to finish the cut cleanly (see photo A), with grinder-roughed casting approximately ½ inch into the port. At a 45-degree angle grind a ⅛-inch area at the edge of the inside of the port for welding.

The next step requires a short, straight piece of 1 ¾-inch pipe approximately 4 inches long. Now take one flange assembly and line it up on the head, then insert the short pipe and hammer it in slightly. It will hold the flange in line. Check to be sure that the flange is flush against the head. The flange should rotate freely on the pipe. The location of each flange is important. Using a square on the rear head, line up the flange at 90 degrees to the head surface with the blue line on the 90-degree side of the flange as seen in photo B. Before welding, all areas to be welded should be roughed with a

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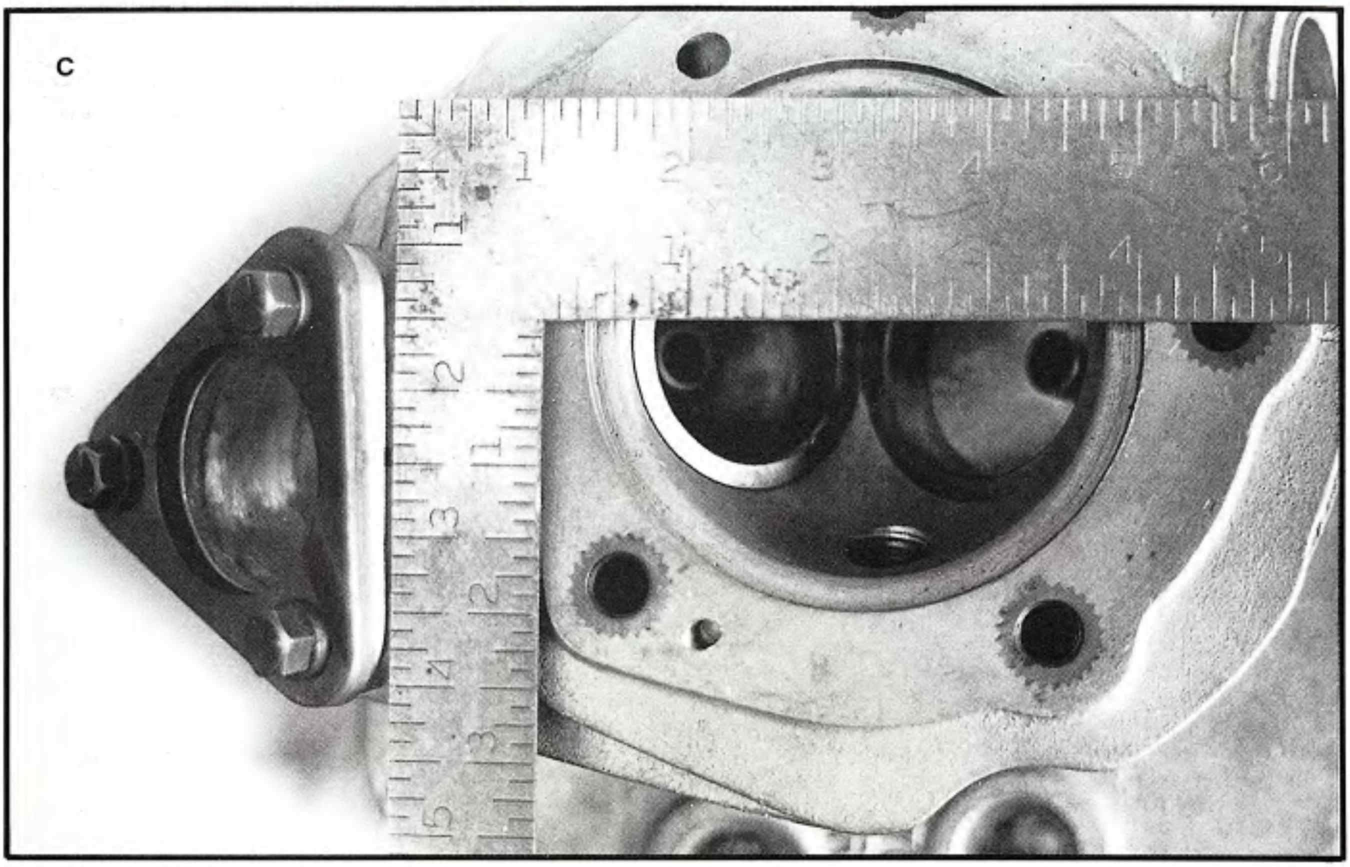
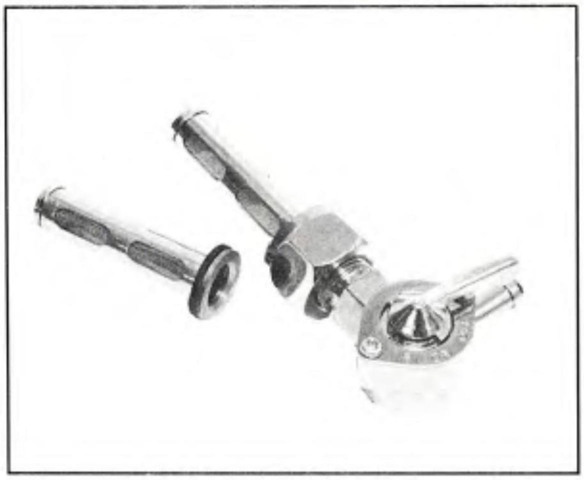


Flange welded into place



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grinder, especially if the head has been glass-beaded. A short area on each flat side of the alloy flange must be welded first. Tack one side securely and check to be sure the flange is flush with the head. It may be necessary to use a hammer to make adjustments before completion of all three tacks. Now remove the short pipe and the steel flange and you are ready to finish welding. Perry's instructions recommend 200-plus amps for adequate penetration. The puddle should be approximately ½-inch wide on the inside of the flange and ¼-inch wide on each flat side of the outside flange. After the welds cool (naturally) it may be polished lightly.

Location of the flange on the front head is done with the square as seen in photo C. Line the square up across the valve guide holes and the flange parallel to the head surface with the blue line against the square.

The preparations for shovelheads are identical except that there are no spigots to remove. His instructions go on to explain some minor clearance needed for the cylinders and exhaust pipe installation for both pans and shovels.

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—Wrench

"I'm going to jiggle myself an 'A'."

Photo by PPI. Photography by Dan Vogedes.

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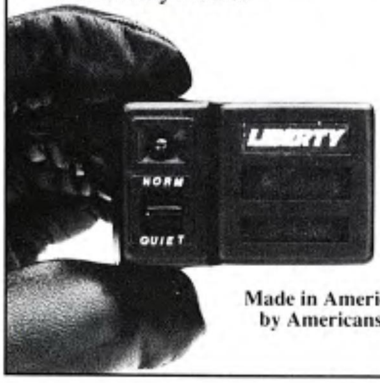

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PUTTIN'

IN NO MAN'S LAND

By Steve J. Straub

Last July, I took a solo trip on my 1989 Heritage Softail. The place I went to was Goose Bay, Labrador, an extremely isolated section of Newfoundland, in northeastern Canada. Excluding roads in Alaska, there are no roads farther north than Churchill Road—the **only** road to Goose Bay. And to make matters more challenging, the last couple hundred miles on Churchill Road are strictly dirt and gravel.

Before I left my home in West Hempstead, New York, I took some unusual precautions to save my ass in case I ran into any mechanical problems. Realizing I would be in a world of shit if anything was to happen to me or my bike in no man's land, I designed a device that would pull me and my 750-pound, $10,725 machine back to civilization. Total cost was $161, a cheap addition.

I admit that the appendage isn't pretty, but it works, as can be verified by some of the salespeople and mechanics at Hempstead Harley of New York. Besides, when I'm not usin' it, I hide it in the garage.

Basically, its purpose was to provide a second engine and drive, to be used in case of a breakdown of the main engine, transmission, belt, or chain. It provides power to the front wheel for true "two-wheel-drive" performance, and with both engines running, I could get out of mud, wet leaves, or soft sand.

When I got to Labrador City, I was informed that the next 40 miles of road were impassable and that in order to continue on, I would have to take a train to Esker, 50 miles north of there. On my 1989 Labrador map it showed the entire road as being under construction, but passable. Some asshole added the broken line from Churchill Falls to Labrador City, two years ahead of time. The 1988 map clearly showed that there was no road.

I found out that all I had to do was wait three days for a train to take me to Esker (not bad since they only run once a week), and then I could continue going east. The three-day wait was very enjoyable. I met many friendly people. The townspeople were very curious as to why I came this far north on a motorcycle. (There have been others who went by bike from Labrador City to Goose Bay, but not many.)

When the train got me to Esker, I found out that the freight part of the train made stops along the way and I would have to wait for my bike. About 10 p.m., the freight came along, but it was a couple of hours work getting the bike off the train, due to a broken ramp. I had to take the bike from one car to the next, with steel plates, until I got to a usable ramp.

There was nothing at Esker but the station. I drove 28 miles to Lopstick and got a room with two other people. The beginning of the road was pretty good, but still not paved. The next morning I drove to Churchill Falls, 60 miles east of Lopstick. There was a filling station (odd hours) there, the last one for 210 miles. There's nothing between Churchill Falls and Goose Bay except breathtaking scenery—no phones, no cops, no gas, no help, no medical service, nothing.

Illustration by John Towle

Fifty miles out, the gravel portion ended, and the road turned into dirt and rocks. In my case, that was where it started to rain. I had to reduce my speed even further. It was hard to drive 15 mph, knowing there were 150 miles to go.

My front tire hit a rock under the mud and forced me to drive right off the road. Luckily, I dropped off about two feet and landed in sand, between two big rocks. On a roll now, I was able to drive between them. About 15 feet up the road there was a ramp formed from rocks and sand. I was back on the road in two minutes.

An inspection of the bike showed that I was leaking transmission oil. When I went off the road my trans cover hit a rock. I always carry a jug of trans oil with me on trips, and it came in handy. I tightened the cover bolts as best I could and added oil. After that I kept checking the oil, but the leak was very slight.

The rain got heavy and continued on. Even though in that part of the country, at that time of year, it stayed light till 10:30 p.m., I knew I would never get to Goose Bay by dark. The road was slippery and the mud a few inches deep. I still had 75 miles to go. In between the hills the mud was very deep, two to four inches. When my bike hit a certain texture mud (sand and water), down I went; seven times altogether: five times going

downhill and twice going up, both times on the same hill. I twisted my leg a few times, but managed to escape serious injury.

My headlight was broken, but I was able to see with my two passing lamps. My odometer was also broken. It was very frustrating to continue without the odometer.

Finally, I saw the city lights in the sky above Goose Bay (a sight I won't soon forget). It still took me another hour to get to the paved road. Full of mud and thoroughly soaked, I checked into the Aurora Hotel at 1:03 a.m. I took an hour-long hot shower. It took that long for my body to get up to temperature.

It was still raining the next day when I got up. I read in the library that it rarely rained in Labrador—this was the third day in a row. Daytime temperatures were around 68 degrees, dropping down to between 40 and 50 at night. I had to get a ferry at 6 p.m. to Newfoundland. I was afraid to get on the ferry with wet clothes, envisioning how cold it would be out there. It turned out to be a very modern, heated ferry.

On the ferry I saw many whales and icebergs. Once on the Island, I drove across without incident in spite of all the warnings I was given about moose. There were numerous accidents involving cars hitting moose.

After riding the Cabot Trail in Nova Scotia, I stopped at Bangor Harley to get the oil changed and the

speedometer fixed. Although I still had the transmission leak, I knew I could wait until I got home to fix it.

I never did need the 2-WD or the emergency engine. When I got back to New York, I had some repairs to make on the bike, but for where it went and what it did, it was all fair wear and tear. I was lucky that I didn't get hurt. For a second, I thought about never going on another trip like that. The thought vanished quickly. I was glad to be home, but I would always remember my 13-day adventure to Labrador. I met some great people and saw some truly beautiful and wondrous scenery. ■

Photos by Steve J. Straub

Speed: 15-18 mph

Power: 5-hp Briggs & Stratton engine

Purchased material:

5-hp engine (used off snow blower): $75

Centrifugal clutch with 2 1/2-inch pulley: $20

Fan belt: $6

Used 3-inch motor sprocket, used 10 1/2-inch rear wheel sprocket, new m/c chain: $60

Total: $161

Materials at hand:

- Throttle and cable from old lawn mower, put on handlebars with hose clamps.
- Two bearings and 1-inch shaft salvaged off an old factory exhaust fan.
- 12-inch pulley made from side of old oil tank and a piece of plywood.
- Top plate for mounting motor and bearings made out of a piece of scrap, 1/8-inch plate.
- Side plates same as above with a piece of 1/2-inch rebar bent into a U-shape and welded to them where the bolts are. This prevents the device from going up, down, or back, in case the bolts were to shear off for whatever reason.

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A COLD WINTER RIDE

By Oddball

Like so many others on that January morning, I was nursing a terrific hangover.

Janet's letter asking me to visit her was still on the corner of the kitchen table, nestled around my half-empty coffee cup and about a week's worth of dirty dishes. Rarely did mail get delivered quickly during the holidays. Strangely, it had taken only three days to arrive at the cramped little apartment I was calling home.

Like so many others on that January morning, I was nursing a terrific hangover—a souvenir of the New Year's weekend. But as I thought of Janet and I being on good terms again, the massive throbbing in my head seemed to lose some of its intensity. One more cup of coffee, I thought, maybe with just a dash or two of rum in it to take the edge off, and I would feel somewhat human again. All I needed to do was find the bottle, somewhere in the mess, and hope that it was holding more than air inside.

Having found the jug, I finished my fortified coffee and the umpteenth reading of Janet's letter at the same time. Feeling better now, it was time to get a move on. I rolled my motorcycle off the oil stained carpet of my living room and out onto what passed for the front porch. No doubt the upstairs neighbors appreciated the fact that I didn't start it first and ride outside, as I normally did. But my mind was on other things.

Illustration by David Mann

Janet and I were involved in a long distance romance. She was a gorgeous honor student at Whitman College in Walla Walla, Washington. Me? I was unemployed, again, way over on the other side of the state in Everett. Beauty and the beast, that was us. The beauty tended to inspire some pretty unusual behavior in the beast. Perhaps riding over 300 miles to be with the woman who makes your blood run hot isn't too remarkable. But, to do so knowingly in the face of a winter storm is not typical of me. Still, I rationalized, we hadn't seen each other since before Christmas. Besides, she wanted to kiss and make up and, well, you know what they say about being young and stupid.

The 1939 Harley-Davidson started easily, just as it had ever since the day I bought it. I let it settle down to an idle, allowing the engine to warm. Shivering a little, I looked out across the Snohomish River Valley toward the mountains I was preparing to ride through. The sky was thick with leaden clouds, hiding even the lowest peaks from sight. It would be snowing hard up there, I thought, and the icy wind rolling off the hills like a runaway freight train only served to reinforce my expectation of a cold ride.

After donning an extra sweater, I pulled on my worn-out leather coat. It was inherited from my father, so it had a lot of miles on it. Underneath it I wore nearly every stitch of clothing I owned. I was as ready as I was ever going to be.

With a twist of the throttle, the old engine shouted a challenge to the road. Rolling out the drive, the front wheel seemed to point itself toward the highway. Outside the city, traffic settled down to an even pace. The wind in my face felt crisp and good. It playfully tugged at my clothes the way it always did, welcoming me to each mile.

In the foothills, the snow began flashing by. The fresh, white flakes rushed at me like visions of passing stars at hypergalactic speed. The snowflakes were large and wet and fluffy. They fell lightly at first, covering the ground with only a sparse dusting. As the road began to ascend and the miles of flat, unbroken farmland receded in my wake, the snow fell more heavily, becoming an indistinct blur at the borders of my vision.

As the snowfall increased in its intensity, there was less and less traffic. Those who had been on the road seemed to have fled to shelter. I wondered, briefly, if they had more sense than I. For with the advent of winter, most people put their bikes into storage. Not me though, it was all I had. Besides, I enjoyed the manic prestige of being considered "hardcore" for riding all year.

Snowflakes continued to brush my face as I sped through them. A heavy, crystalline blanket now thoroughly covered everything, including me. I fancied myself a wraith, speeding along on a cloud of thunder. But I was not a wraith, and hardcore or not, the cold knifed its way through my clothes, cutting me to the bone.

Maintaining control over the machine became more difficult as the cold stiffened my limbs and made their movements sluggish. I welcomed the deepening snow for providing a reason to pull over for a bit. There I immediately pulled off my gloves and warmed my hands over the engine. When they thawed, I placed my gloves in the notch between the cylinders of the V-twin so they could warm up, too.

Meanwhile, I unpacked the rope from my saddlebags and threaded it through my wheels. Wrapped crisscross over my tires, it worked much like chains do on cars. This improved traction in the

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WINTER RIDE

deepening snow, and provided better control which allowed me to go a little faster. But the windblown snow again slowed me down, and I needed one hand to constantly brush my goggles clean.

Once, in the process of cleaning the snow off, a gust of wind sent me reeling toward a ditch. Slamming one leg down, I thrust my weight to the other side and counter-steered, grabbing a handful of throttle at the same time. The machine righted, and I managed to avoid the ditch, my rear tire flinging snow as it clawed for traction. Close calls made me nervous. If anything did happen, it could be some time before any help might wander by.

I'd been so busy just trying to stay upright and rolling that I hadn't noticed the lack of other motorists. It eventually dawned on me that I had ridden miles without seeing any other traffic. I was completely alone in a wilderness of cold and wind-driven snow, and the storm showed no signs of stopping. But it was early still, hardly even noon yet. I was confident, even a little cocky. My machine was running well and we were moving steadily, if slowly, up the mountain. There was plenty of time. As long as I was careful and played it cool, the trip would be a piece of snowbound cake.

As downright cold as it was, "playing it cool" was not a problem. Staying warm, however, was. My hands and feet were like senseless clubs, responding only by a force of will. No longer was I the big, bad dude openly battling whatever the elements could throw at me, but just a cold and lonesome rider who needed a break.

Once again easing to a stop, I let the bike idle on its sidestand and dismounted, placing my gloves on the engine to warm. If anyone had been there to see it, I probably would have looked ridiculous doing jumping jacks in the snow. I wouldn't have cared, though, because it helped to bring feeling back into my cold, stiff limbs. "If you stop, you'll freeze," I remembered being told. Moving sure seemed like the natural thing to do, I thought, breathing harder but warmer as I walked back to the waiting machine. Looking up, watching the thickly falling snow, I wondered if it would ever let up.

The road kept winding upward, becoming more and more monotonous. The mountains were featureless. Everything was an uneven shadowless blanket of white, blending into shades of gray with the sky. Stopping to thaw

out now and then was the only break in the routine. Ride and freeze, then stop and move around, trying to warm up a little. And on, and on again.

I was about to stop and shake some life into my hands again when the road leveled out. I was a little surprised to finally reach the top. Coasting to a halt, I unzipped my coat and fumbled around in my pocket for a cigarette. Inhaling deeply, the warm smoke filled my lungs. A taste of brandy would have been real fine just then, but I hadn't taken any along and, of course, no Saint Bernard happened to come bounding merrily along with a handy flask around its neck.

Shutting off the engine, I walked around and enjoyed the cigarette. It burned nearly to my lips before I flicked it away to be extinguished by the snow.

With a twist of the throttle, the old engine shouted a challenge to the road.

Pleased with myself for having made it this far, I knew the hardest part of the trip was nearly over. Had pioneers and others like them felt the same pride and relief when they reached this place? I wondered. Pausing, I was absorbed by the silence. The wind was only a whisper now and it wasn't snowing anywhere near as hard. It crunched softly the way new snow does, my feet sinking well past my calves and almost to my knees as I trudged back to the bike.

One kick brought life back to the engine. Its deep, velvety growl vanquished the overwhelming quiet. Putting one foot on the clutch, I reached for the shifter and tapped it into gear, then twisting the wick just a bit, I started down the other side.

Riding downhill was a little tricky. To begin with, the snow was colder and drier here on the eastern half of the Cascade Range. The road was steeper and more twisted, too, providing a different challenge than the ascent had. Together, these added up to make the highway treacherous. The snow would build up on the tires so that even my fancy rope trick only allowed for minimal bite in the white stuff. Cold and numb as I was, still more finesse than ever was required to keep the machine upright and moving in the direction that I wanted it to go. Stopping was

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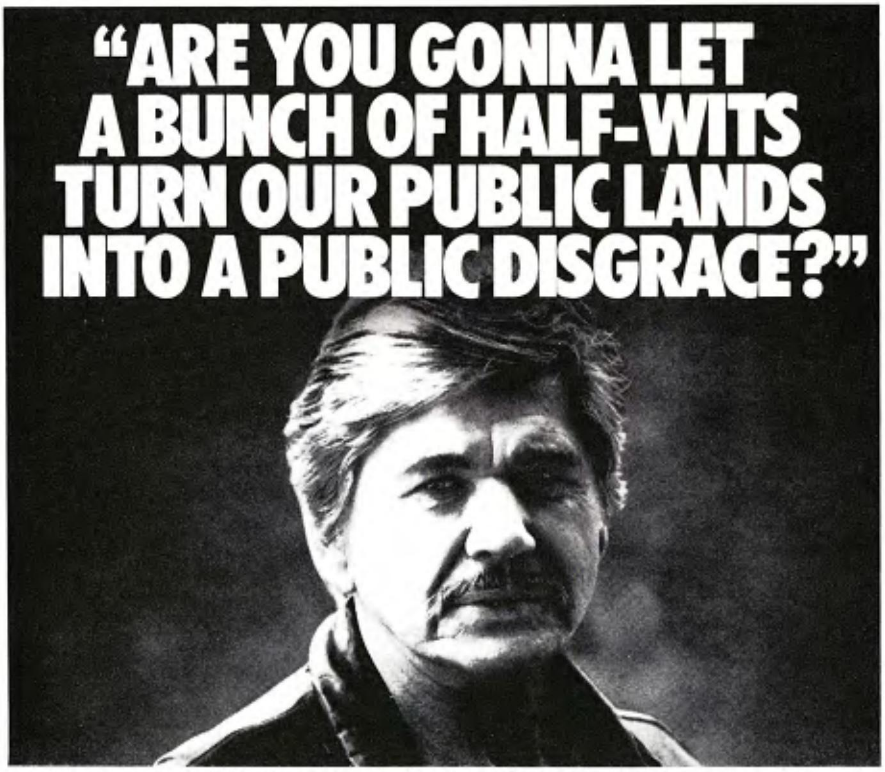

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WINTER RIDE

becoming more difficult, too. And although my limbs could be made to work well enough, I was very thoroughly chilled both inside and out.

The breath from my nostrils melted the snow as it landed on my moustache. It would then freeze again, rapidly forming a bristly icicle above my upper lip. Such cold fed my desire

Halfway through a second cup of the hot, black brew, the sheriff's car pulled up.

for hot food and drink. It became like an opiate, the need kept me going. Miles later, I was thrilled when the town of Leavenworth finally came into view.

Abandoning my former caution, I gleefully twisted the throttle and sped into town. As I rode, a rooster tail of snow rose like a flag behind me. Spotting a cafe, I performed what was by now a well practiced skid as I turned right into the parking area in front of the building and, with a playful flourish, spun to a stop, facing the way I had come.

A string of small brass bells tinkled brightly when I opened the door. I was struck by a wave of warmth, nearly melting me on the spot. It was a cozy little place with few customers that day, making it easy to find an empty table. I sat down near the ancient wood stove. The stove was well stoked, and the view allowed me to keep an eye on both my motorcycle and the front door.

The waitress smiled as she placed a menu and a steaming cup of thick, black coffee in front of me without being asked. She knew just what I needed, and on a day like that one she didn't need to be a mind reader to figure it out. I peeled off my coat and a couple other layers, and turned my attention to the steaming cup, savoring the heat that trickled into my numb fingers.

Halfway through a second cup of the hot, black brew, the sheriff's car pulled up. He stepped out and gave the Harley a long look as he made his way to the door. Inside, he pulled off his hat and, seeing me, walked over to my table.

He was a weary looking man; probably in his mid-30s, though he appeared easily 10 years older. A receding hairline topped his wrinkled forehead, giving the impression of one who listened a lot and didn't act or speak without forethought. His sturdy green parka displayed a silver deputy's badge on the front. The sheriff's department patch sewn on his shoulder peaked above three chevrons beneath it. It was obvious that this man had been a deputy in these mountains for some time.

Seating himself opposite me, he asked, "I take it that's your motorcycle out front?" It was a statement more than it was a question, but served to start the conversation.

"I reckon so," I replied, adding, "unless there's more than just one out there."

Noting the sarcasm, the corners of his mouth raised slightly, making a faint smile. Nodding his head a little, he continued, skeptically inquiring if I was planning to ride over the pass today.

"No," I answered, as casually as I could. "I just now came over it and stopped in here to warm up a bit."

"It's a might brisk up there, though, what with it snowin' and all," I added. Of course, I didn't bother to mention that I'd come near to freezing myself in the process.

Visibly stunned, it was a moment before he spoke again. "We closed Steven's Pass hours ago!" He paused again, momentarily, as if trying to organize his thoughts. "All this new snow, no roads plowed yet on top, and you're telling me you rode a motorsickle across the pass, just now, as pretty as you please?" he asked, dumbfounded.

"Yeah. So?"

"So nuthin'," he shot back. "What I want to know is if you're bigger and badder than you look, or if you're just plain crazy?"

"Well, deputy," I replied with a chuckle, "I reckon I'll just be lettin' you puzzle on that."

He started to speak, shook his head, then stood up and walked away. After all, there aren't any laws against being crazy. Reaching the counter, he motioned to the waitress and said quietly, "Helen, you fix that biker there whatever he wants and I'll cover it." He handed her a 20.

"Sure thing, Bob," she said, accepting the money.

Bob the deputy left while I was still eating, and I never did get the opportunity to thank him. My funds were precious little more than what I needed for gas that trip, and I was grateful to him, for there were still many chilly miles ahead. ■

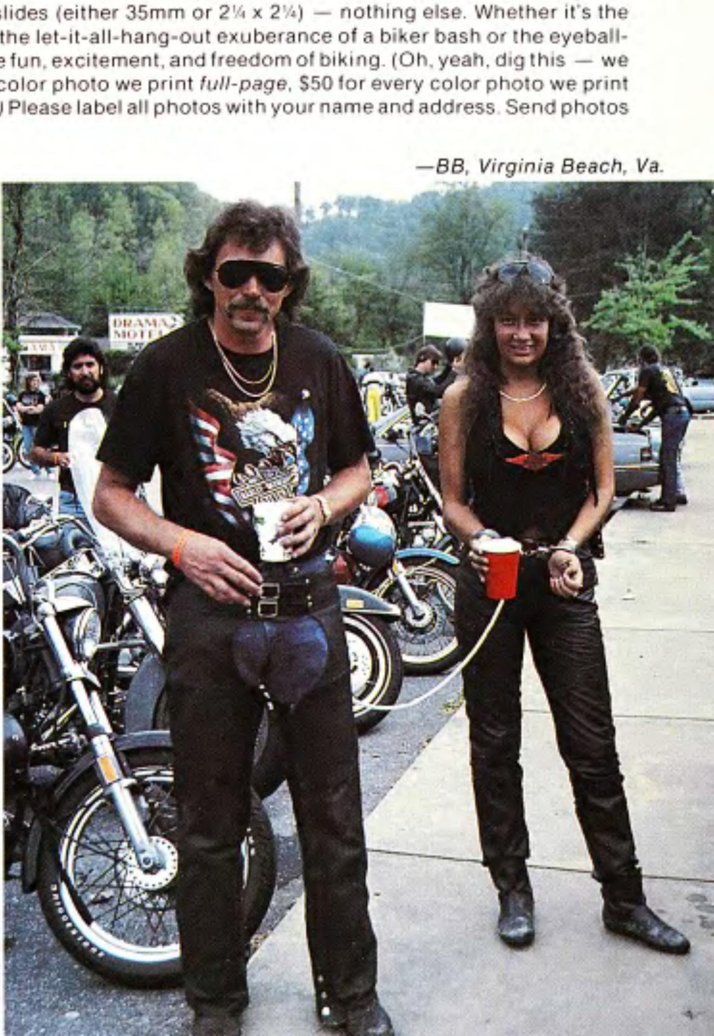
IN THE WIND

—Gypsy Pete, Waialua, Hawaii

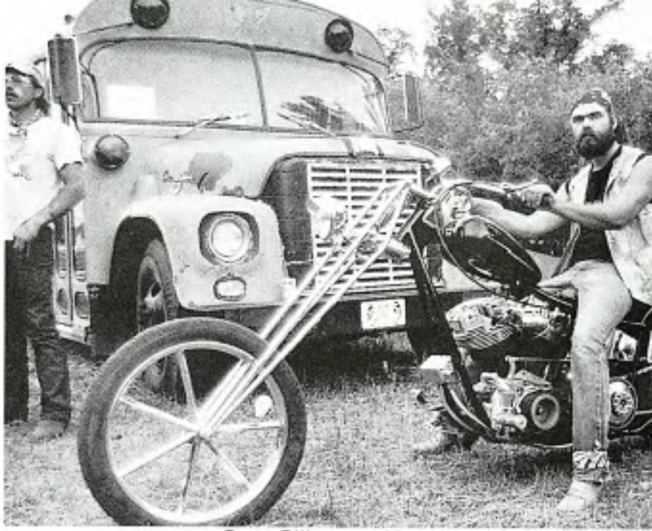
Each month we select the best pictures our readers send us and print them here. We appreciate them all, but we can use only good, in-focus, black-and-white or color prints (any size) and color slides (either 35mm or 2¼ x 2¼) — nothing else. Whether it's the exhilaration of a dude and his chick flyin' down the highway or the let-it-all-hang-out exuberance of a biker bash or the eyeball-poppin' sight of a sexy honey showin' her stuff — these photos typify the fun, excitement, and freedom of biking. (Oh, yeah, dig this — we now pay $30 for *every* black-and-white photo we print, $100 for every color photo we print *full-page*, $50 for every color photo we print *half-page*, and $40 for every color photo printed *smaller than half-page*.) Please label all photos with your name and address. Send photos to *Easyriders*, Box 3000, Agoura Hills, CA 91301.

—Doc, On the road

—BB, Virginia Beach, Va.



—Bill Coe, Stratton, Neb.

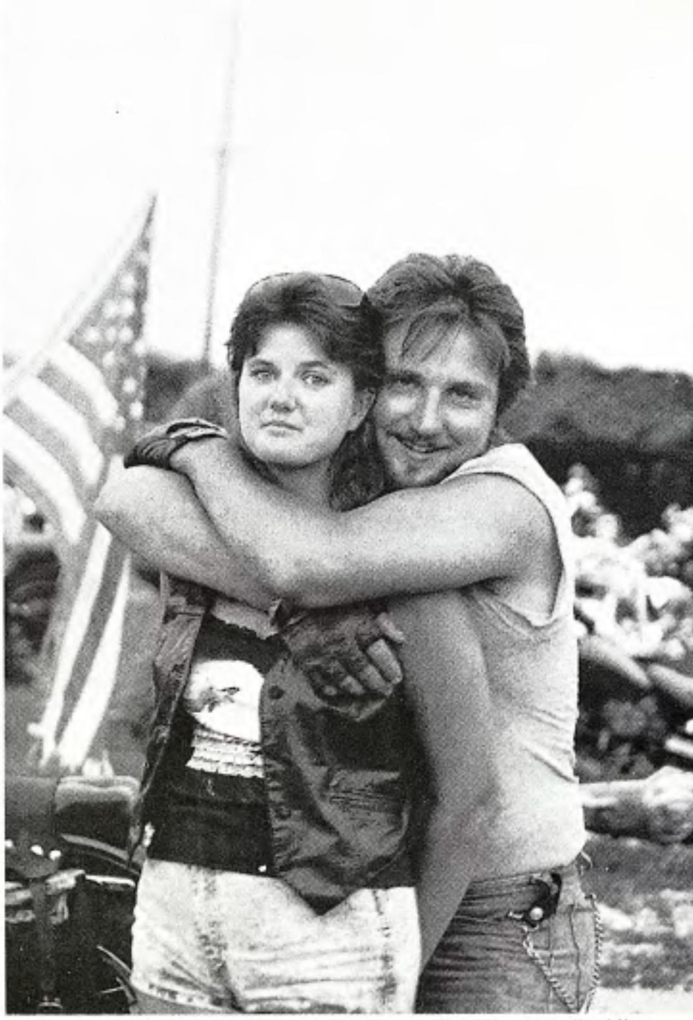


—Dave Ellingson, Menoken Grove, N.D.

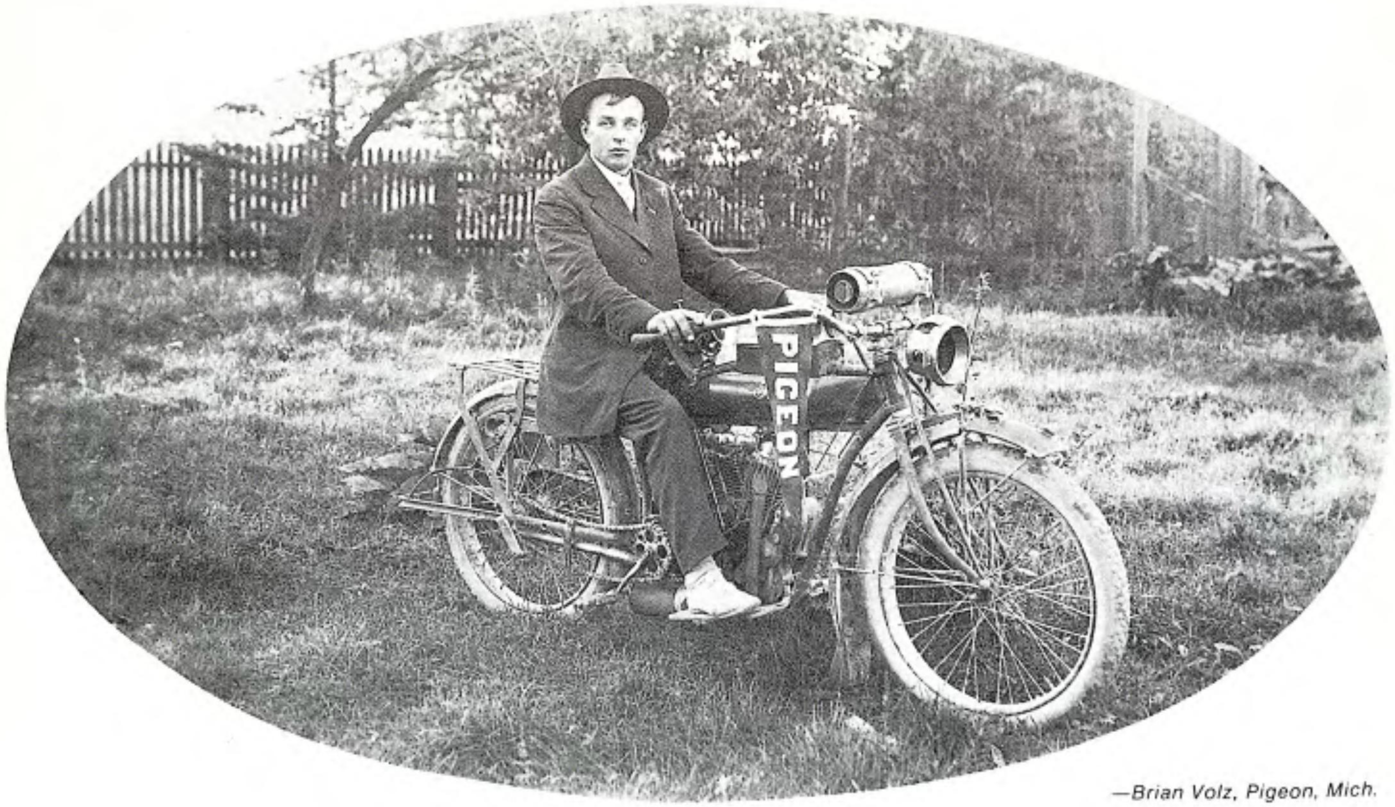
—Rip, Gulfport, Miss.

—Dave Ellingson, Menoken Grove, N.D.

—Earl Leatherberry, Jacksonville, Fla.



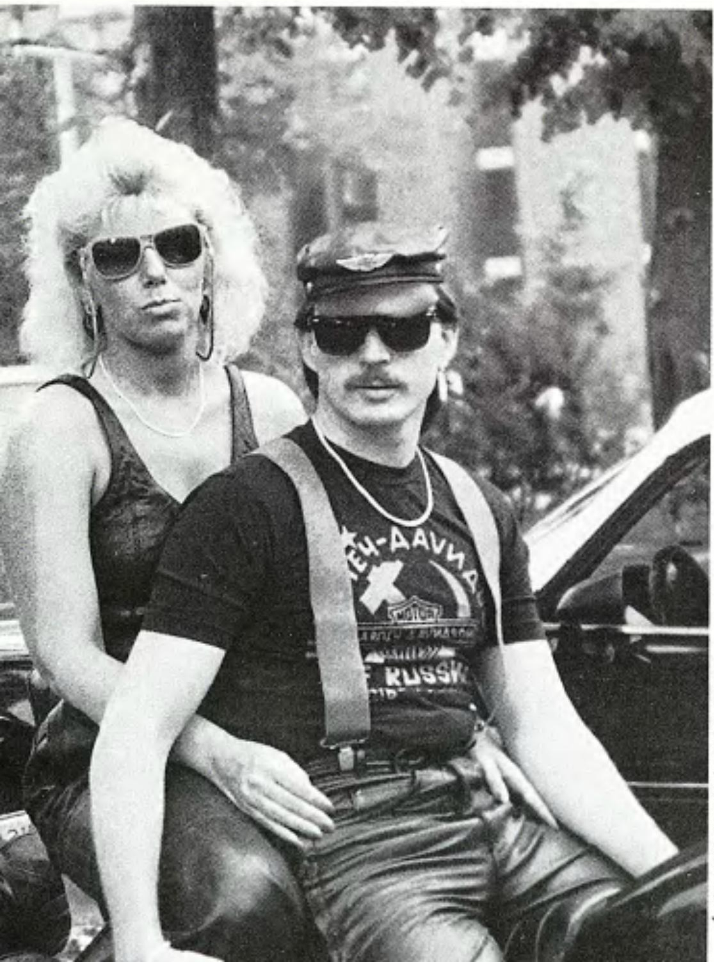
—Cherie Jo Rounsville, Minneapolis, Minn.



—Brian Volz, Pigeon, Mich.

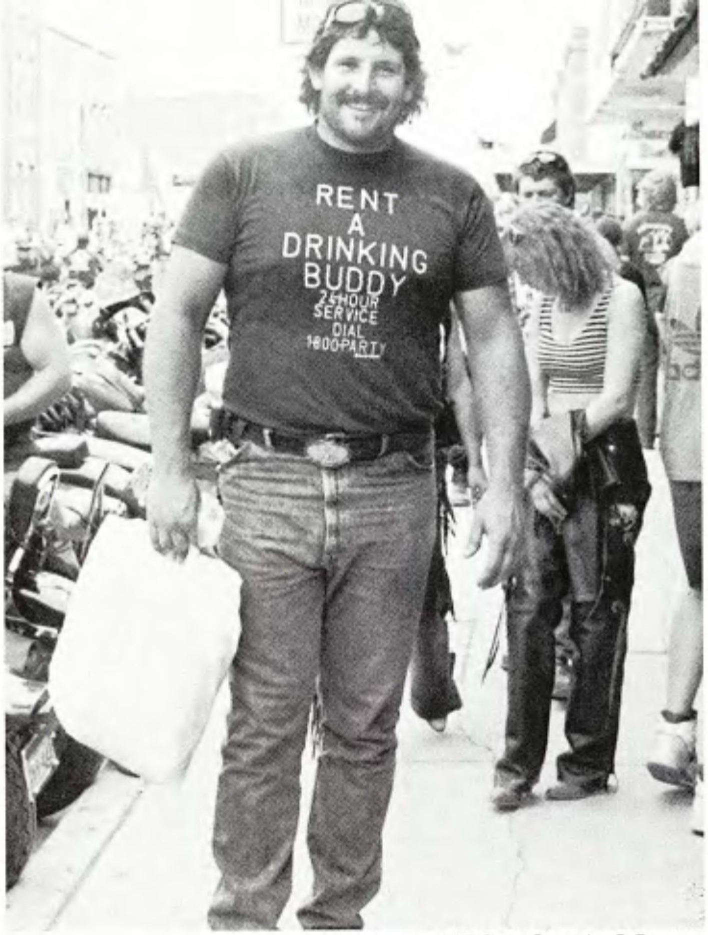
—John Lewis, Flint, Mich.

—Peter Schadel, Randersacker, West Germany

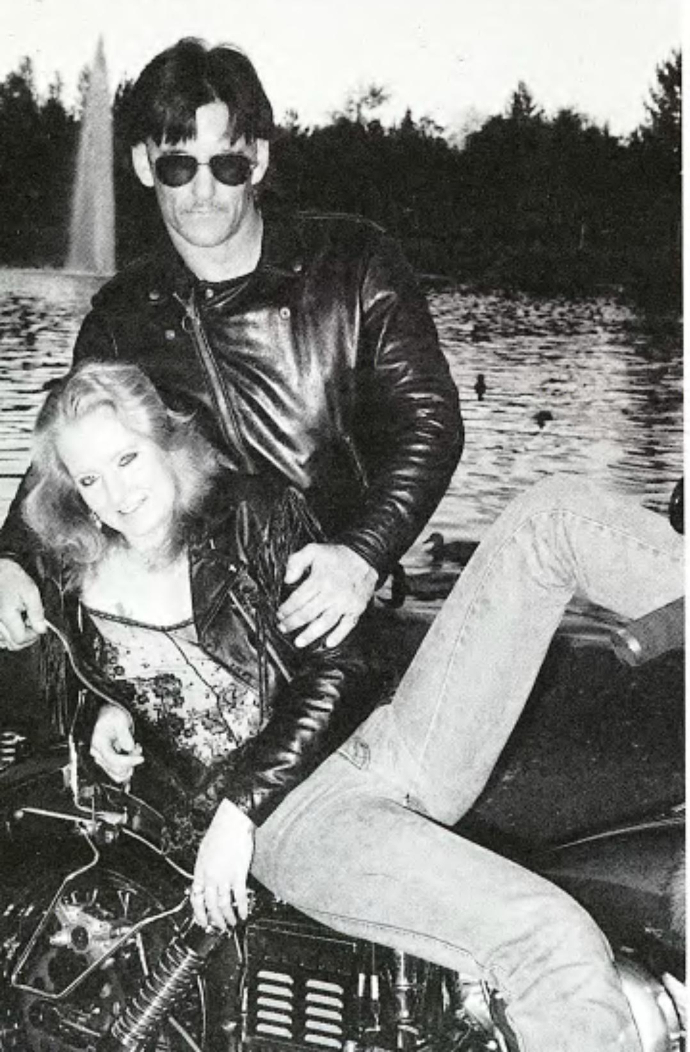


—Laurence Hobbs, Berlin, West Germany

—David Loyd, Omaha, Neb.

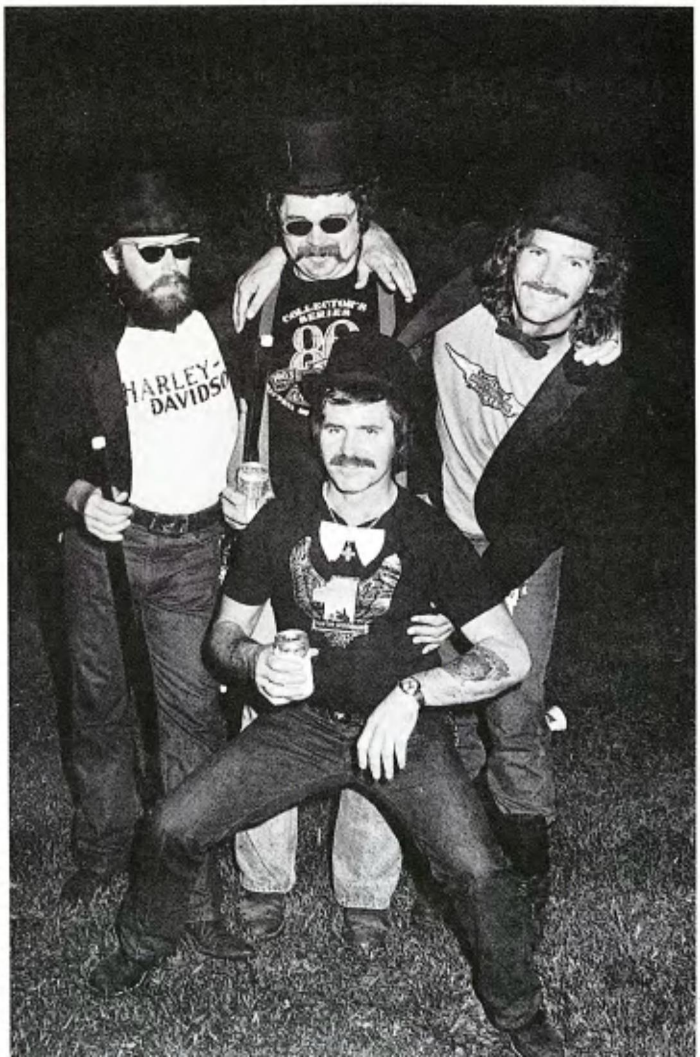


—Bill Coe, Sturgis, S.D.



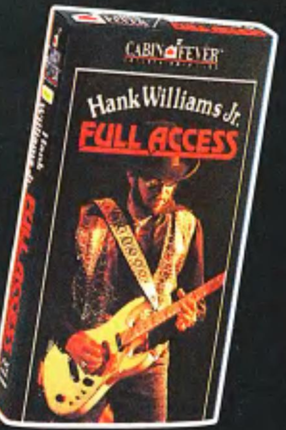
—Jack Vinson, Jackson, Tenn.

—Rob Lawson, On the road

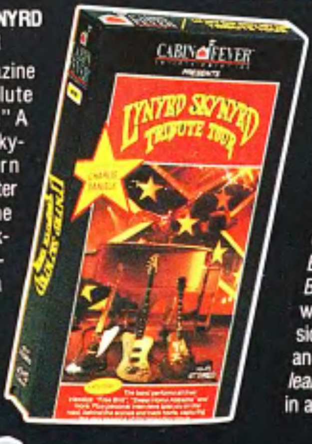


BRING HANK AND HIS FRIENDS HOME FOR THE HOLIDAYS!

CABIN FEVER™
ENTERTAINMENT, INC.



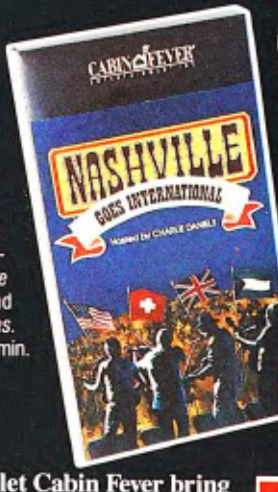
HANK WILLIAMS JR. "Full Access" The man and his music. It's like a "Full Access" pass to Hank Jr.'s ranch in Montana and his home in Tennessee. Plus, you'll relive the excitement of the 1989 Double Eagle Tour. Includes classics like *"Born to Boogie"* and *"Family Tradition"*. 80 min. **$24.95**



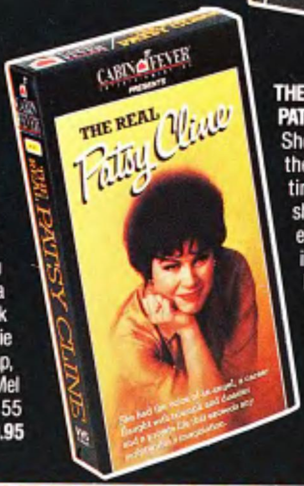
LYNYRD SKYNYRD TRIBUTE TOUR
Billboard Magazine "It's an absolute must for any fan!" A close look at Skynyrd's Southern Rock, 10 years after their tragic plane crash. This remarkable, 94 minute collectors video is a memorial for all time. **$24.95**

WILLIE NELSON "Some Enchanted Evening" This invitation only concert, taped at Opryland, pays a tribute to Willie's "Stardust" album, 10 years after its release. Features standards like — *Spanish Eyes, Twilight Time* and *Buttermilk Sky,* along with his modern classics, *On the Road Again* and *City of New Orleans.* 60 min. 16 songs in all. **$19.95**

THANKS TROUBADOUR, THANKS
Ernest Tubb, America's most beloved and respected music legend. 40 years on the road and 20 million records later, his full story is finally told. Includes *Walkin' the Floor Over You* and *Waltz Across Texas.* **$19.95** 60 min.



NASHVILLE GOES INTERNATIONAL
Charlie Daniels hosts this country music adventure, touring London, the Bahamas, the Swiss mountains and back to Kansas, Watch Roy Clark, Emmylou Harris, Barbara Mandrell, The Oak Ridge Boys, Charlie Rich, Ronnie Milsap, Merle Haggard, Mel Tillis and more. 55 min. **$19.95**



THE REAL PATSY CLINE
She was ahead of the her time. Her time was just too short. A unique video biography revealing the true story of Patsy's meteoric rise in stardom. Feel the magic and relive great songs, like: *Crazy, Sweet Dreams, and I Fall To Pieces. 48 min.* **$24.95**

Settle back in you're favorite chair and let Cabin Fever bring the most outstanding collection of legendary artists ever assembled into your home; just in time for the holidays!

You'll have a front row seat as you watch and listen to the stars perform their greatest hits on these full-length, one-of-a-kind videos that any collector will be proud to own.

Cabin Fever Videos are available at fine record and video stores everywhere. But, if you can't find them, use the coupon or phone number below.

1-800-328-1900

24 hours a day, 7 days a week, for credit card orders, or fill out the order form and mail today.

GREAT HOLIDAY GIFTS!!
Call today to ship to family or friends.*

Important: If coupon is missing, please send a check/money order, payable to Cabin Fever. Please include $4.00 shipping/handling for first tape, $2.00 shipping/handling each additional tape. To: Cabin Fever Entertainment, Dept. M11003, P.O. Box 2650, Greenwich, CT 06836-2650.

* Orders received by December 4th, 1989 will be shipped in time for Christmas delivery.

THE CABIN ON THE OUTSIDE MEANS YOU'LL LOVE WHAT'S INSIDE

Mail To:
Cabin Fever Entertainment
P.O. Box 2650
Greenwich, CT 06836-2650

Name ____
Address ____
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State ____ Zip ____
Phone No.: ( ) ____
Bill my:
☐ MasterCard ☐ VISA ☐ Discover Card
Card No.: ____
Exp. Date: ____
Signature: ____

Description	# of tapes	Price	Total
Hank Williams Jr.	____	$24.95	$____
Willie Nelson	____	$19.95	$____
Skynyrd Tribute Tour	____	$24.95	$____
Thanks Troubadour, Thanks	____	$19.95	$____
Nashville Goes Int'l.	____	$19.95	$____
The Real Patsy Cline	____	$24.95	$____
Shipping/Handling: Add $4 for first tape; $2 for each additional tape			$____
CT residents add 8% sales tax			$____
Total check/money order payable to: Cabin Fever			$____

IMPORTANT: Check one ☐ VHS ☐ BETA

(M11003)

Be sure to look for The Charlie Daniels Band's new album *"Simple Man"* in your local record stores.

AUGUST FoxHunt WINNER

One of my toughest cases yet. That's how the job of providin' protection an' security for Tiffany shaped up. Your August Fox Hunt winner had yet to get her hair in the breeze, in fact. Tiffany's baggage hadn't come down the conveyer ramp yet, when she got hit up by her first L.A. pimp. Least he had good taste. If not bad timing. Luckily, we had the Red Baron goin' to her rescue. The safety of the 19-year-old Houston babe was assured. She's into old time rock 'n' roll like The Beatles, Led Zeppelin, and Janice, as well as bein' a responsible mom, an' faithful ol' lady for her husband, John.

—Loudmouth

I've always wanted to pose for *Easyriders*. It's a classy mag, and I'd be honored to be featured in it.

Marta, Colorado—#401

My ol' man's scooter is always there for us. I say H-D was created because God couldn't be everywhere.

Vikki, Oregon—#402

Can't Find a Stamp? Now Ya Can Phone In Yer Vote. Call 1-900-234-BIKE.

I like the sound and vibration of a bike. There is nothing like a Harley.

Becky, Florida—#403

Last summer I rode to California on the back of a Harley. I had the time of my life. I plan on riding Harleys forever.

Nancy, Rhode Island—#404

I love the thought of being naked on a Harley

Gina, California—#405

If I don't try how will I ever make it? Thanks, Joe, for helping me try.

Vicki, Pennsylvania—#406

get one of these...
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Easyriders Fox Hunt

Make $500 by being selected as the winner and modeling for an *Easyriders* feature! Help pick the winner by calling 1-900-234-BIKE
New winner every month!

OKAY, MEN — here's a chance to share your favorite hard-belly with all bikerdom on the pages of *Easyriders!* We're huntin' for the foxiest, real-live, bike-lovin' women to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sendin' in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip air fare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received over the phone by calling 1-900-234-BIKE and punching in the Fox's extension number adjacent to her photo (if a brother can't get through on the phone, he can still send his vote by mail).

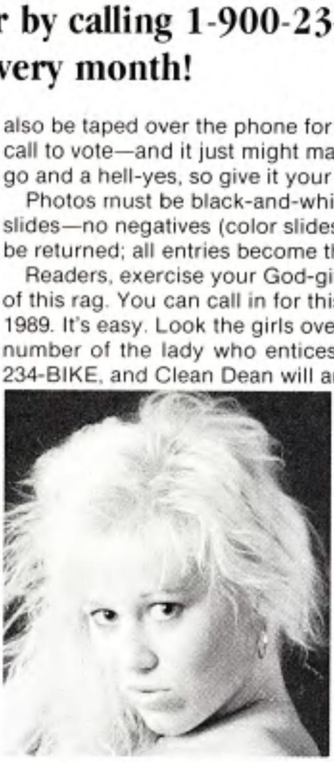
Final judging will partially be based on the contestants' reasons—in writing and in a taped phone interview—for wanting to pose for *Easyriders*. Potential voters will be able to hear the taped interviews at an 89-cent-per-minute rate.

All entrants must be 18 years of age or older, and the model release form on this page must be *completely* filled out, signed in front of a notary, and sent along with the entry photos. Entries without notarized releases cannot be used, unless the model release form is accompanied by a photocopy of the model's driver's license, showing signature and photo of the model. (It's easier than it sounds.)

Ladies, one last favor. In your own sweet, legible handwriting and in 25 words or fewer, tell us what you like best about motorcycling (bikes, parties, men, etc.). Remember, your message will also be taped over the phone for the voters to listen to when they call to vote—and it just might make the difference between a no-go and a hell-yes, so give it your best shot.

Photos must be black-and-white or color prints or color slides—no negatives (color slides are best). Sorry, no photos can be returned; all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and a reader of this rag. You can call in for this issue starting December 1, 1989. It's easy. Look the girls over and note the extension number of the lady who entices you the most, then call 1-900-234-BIKE, and Clean Dean will answer and take you through the motions. You'll get to find out just how far these girls will go to get your vote. If you're not into her comments about our lifestyle, you can vote for another girl. If for some reason, Ma Bell's on the rag and you can't get through, write the name of the girl you like on a postcard or the back of a sealed envelope and send it to #199 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301.



Here she is, bros, the ninth monthly winner in our 11th Annual Fox Hunt—Rhonda, #401 from Mesa, Arizona. See more of her next issue.

The deadline for voting for this month's issue is December 31, 1989. We'll print the winner in the May issue.

Don't forget to vote. These girls are depending on you.

FOX HUNT
Box 3000
Agoura Hills, CA 91301

I hereby give *Easyriders* Magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph and/or use any taped interview of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, or interviews in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.

I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

199

Model's Name ______________
Address ______________
City ________ State ________ Zip ______
Daytime Phone (   ) ______ Evening Phone (   ) ______
I am ________ years of age, born ________
I will pose Topless ________ Full Nude ________
I will give a 30-second taped interview ________
Model's Signature ______________
Notary ______________

Instead of Notary, you may send a photocopy of your picture I.D. that shows your signature and photo.

Photographer's Name ______________
Address ______________
City ________ State ________ Zip ______
Daytime Phone (   ) ______ Evening Phone (   ) ______
Photographer's Signature ______________
Notary Seal

In your own handwriting and in 25 words or fewer, tell the staff what you like best about motorcycling.

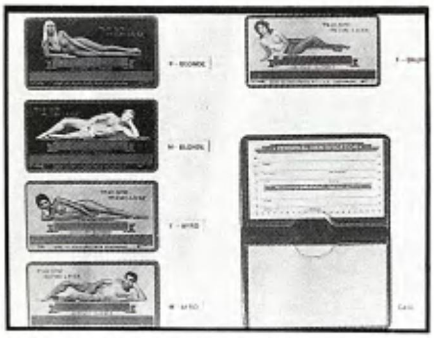
What I like best about motorcycling: (25 words or fewer)

PARTS BOX

Tell 'em Snake sent ya.

BEST IN THE WEST

When it comes to brakes, these people do it right—just ask around. These high-performance disc brake calipers replace stock H-D FX and Super Glide calipers and brackets and improve stopping power and appearance. They fit most 1978 and later H-D dual disc front forks, but Performance Machine has brakes for almost any H-D. Write Performance Machine Inc., Dept. ER, 15520 Illinois Ave., Box 927, Paramount, CA 90723.

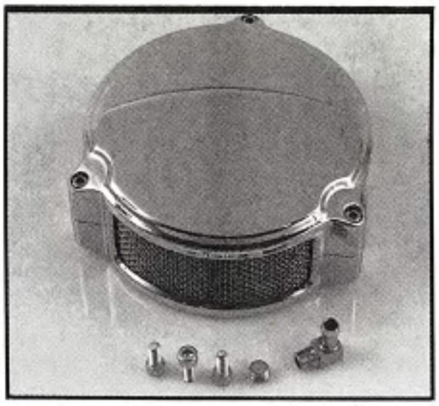


YOU NAME IT, WE GOT IT

As ya know, we don't screw around when it comes to the latest innovative products—so here it is, the first nudie metal Social Security plate. Engraved with your name and Social Security number, these porno pieces are the same size as the paper cards, but will never soil, fade, tear, burn, or wear out like the one the government gave ya. For a measly $5.50, ya can choose a buxom blonde, a slinky brunette, whatever—they even have nude dudes for the girls. For more undressed info, write S&S Marketing, Dept. ER, Box 3250, Santa Clara, CA 95055.

METZELERS FOR H-Ds

This here high-tech rubber has been designed specifically for high-mileage Harleys, the FXST (Softail) and the FXWG (Wide Glide). Each one of these tread-burners is mounted on a rim, inflated, and tested for quality control when it comes off the production line. Check 'em out at your local dealer.



NEW AIR CLEANER DESIGN

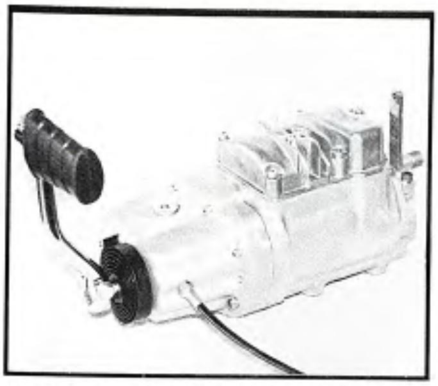
This die-cast aluminum air cleaner is shaped to complement the Harley V-twin configuration while keeping the air flow and horsepower at the maximum. Called the U.S. Legend Dragtron II, it comes with a washable K&N air filter encased in stainless steel mesh. Available in chrome or polished aluminum, it fits Keihin and Bendix carburetors on '73-'87 FX and XL models, including Evos. Stainless steel hardware is included. Matching U.S. Legend master cylinder, derby, and point covers are also available. Write Drag Specialties, Dept. ER, 5410 Smetana Drive, Minnetonka, MN 55343.

HIGH DENSITY PISTONS

Poole Cycle Parts manufactures new high-density aluminum pistons for Harley-Davidsons only. Piston sizes range from 3½ inches to 4 inches and are available with either flat tops or domed tops. All compressions and all strokes are available, and all pistons come ground for H-Ds. Piston rings are included. For more info and prices, write Poole Cycle Parts, Dept. ER, 4801 Peachtree Road, Balch Springs, TX 75180, or call (214) 286-5351.

RIDIN' THE ROCKIES

Feel The Thrill. *Bikin' Times* Video Magazine, Vol. 1. Once upon a time, back in June of '89, a bunch of biker friends from Minnesota hit the road to experience the Colorado Rockies by motorcycle. The thrill of the spectacular mountain scenery along with the camaraderie of good friends and the excitement of new places to play made the trip an unforgettable experience. This is the story of their adventure, set to an original rock and country rock soundtrack by Live & Kickin'. Phone 1-800-522-2557 Ext. 702 (Visa or MasterCard) or Mail $14.95 + $3.00 S&H ($17.95) to: Putz DeLuxe Video Productions, 10976 104th Place N., Maple Grove, MN 55369. Dealer inquiries invited.



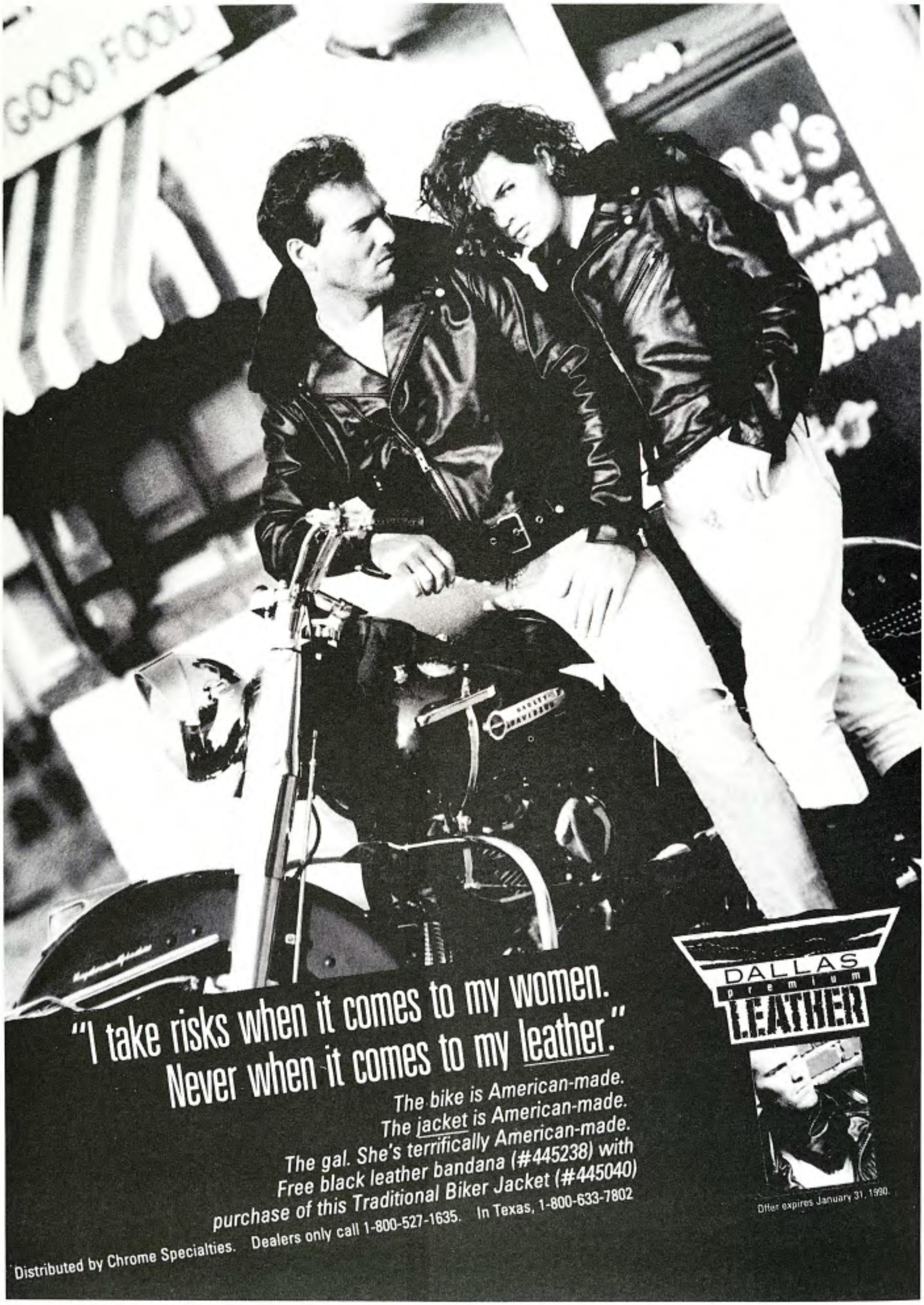
GRANNYS TRANNYS '87 KICKER

What's the world comin' to when a scooter jockey has to buy a special kit and modify his putt to be able to kickstart the damn thing? Don'tcha know real men run magnetos and no batteries at all? Lean and mean. Grannys Trannys' new and improved kicker cover eliminates awkward-looking adapters and clutch arms.

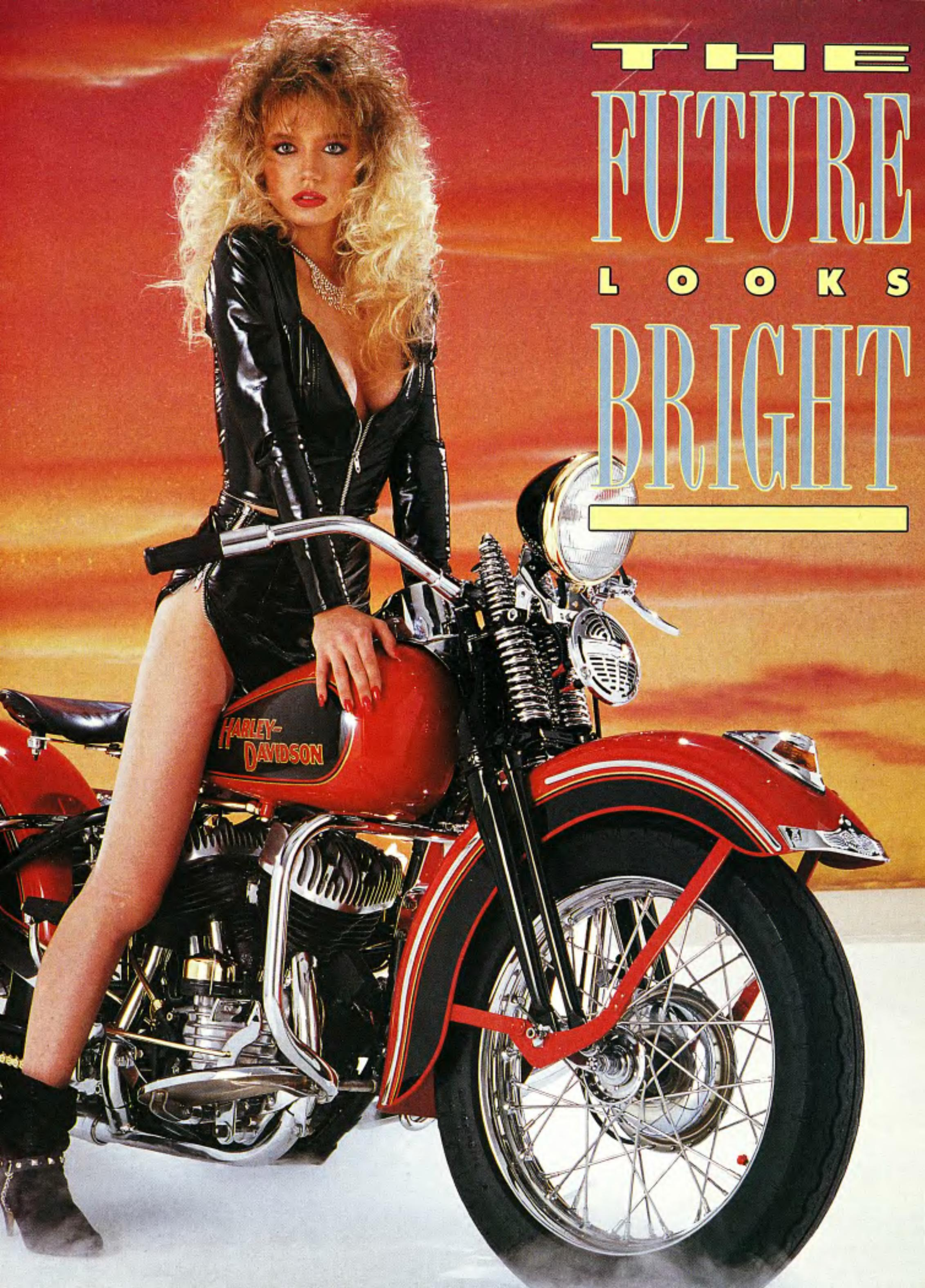
The kicker can be added without tranny removal, but Granny has an optional installation tool to make the job easier. The kit includes: kicker cover, bearing support plate, clutch pushrod, dowel pins, chrome Allen bolts and washers, and mainshaft extension. It requires easy-to-find four-speed kicker components and Harley's '87 clutch release mechanism. If you've got the guts to kick, write Grannys Trannys, Dept. ER, Box 4637, El Monte, CA 91734, (818) 579-2822.

PAC-KIT SADDLEBAGS

These saddlebags for 883s and 1200s are throw-overs and have slots for turn signals. The bags are made in the U.S of heavy, oil-treated leather, have a heavy neoprene back and waterproof glued seams that are also sewn and riveted, and come with mink oil and a full one-year guarantee. Available in blk. or brwn. For more info, write Pac-Kit Saddlebag Co., Dept. ER, 1213 Colunna Ave., Owosso, MI 48867. ■


GOOD FOOD
"I take risks when it comes to my women.
Never when it comes to my leather."
The bike is American-made.
The jacket is American-made.
The gal. She's terrifically American-made.
Free black leather bandana (#445238) with
purchase of this Traditional Biker Jacket (#445040)
Distributed by Chrome Specialties. Dealers only call 1-800-527-1635. In Texas, 1-800-633-7802
DALLAS
premium
LEATHER
Offer expires January 31, 1990.

THE FUTURE LOOKS BRIGHT



With its beginnings as bleak as a blind man doin' a jigsaw puzzle, this reconditioned 45 has plowed ahead through all the trials and tribulations common to a ground-up rebuild. The reincarnation of a period in Bill Colson's life is what this trusty, good-lookin' little runner is all about.

For Colson, the regression started while readin' through an Auto Recycler. You know, one of those ink stained ad rags featurin' lousy photos of rigs an' rides that ya hope will look better when ya see 'em live an' in person.

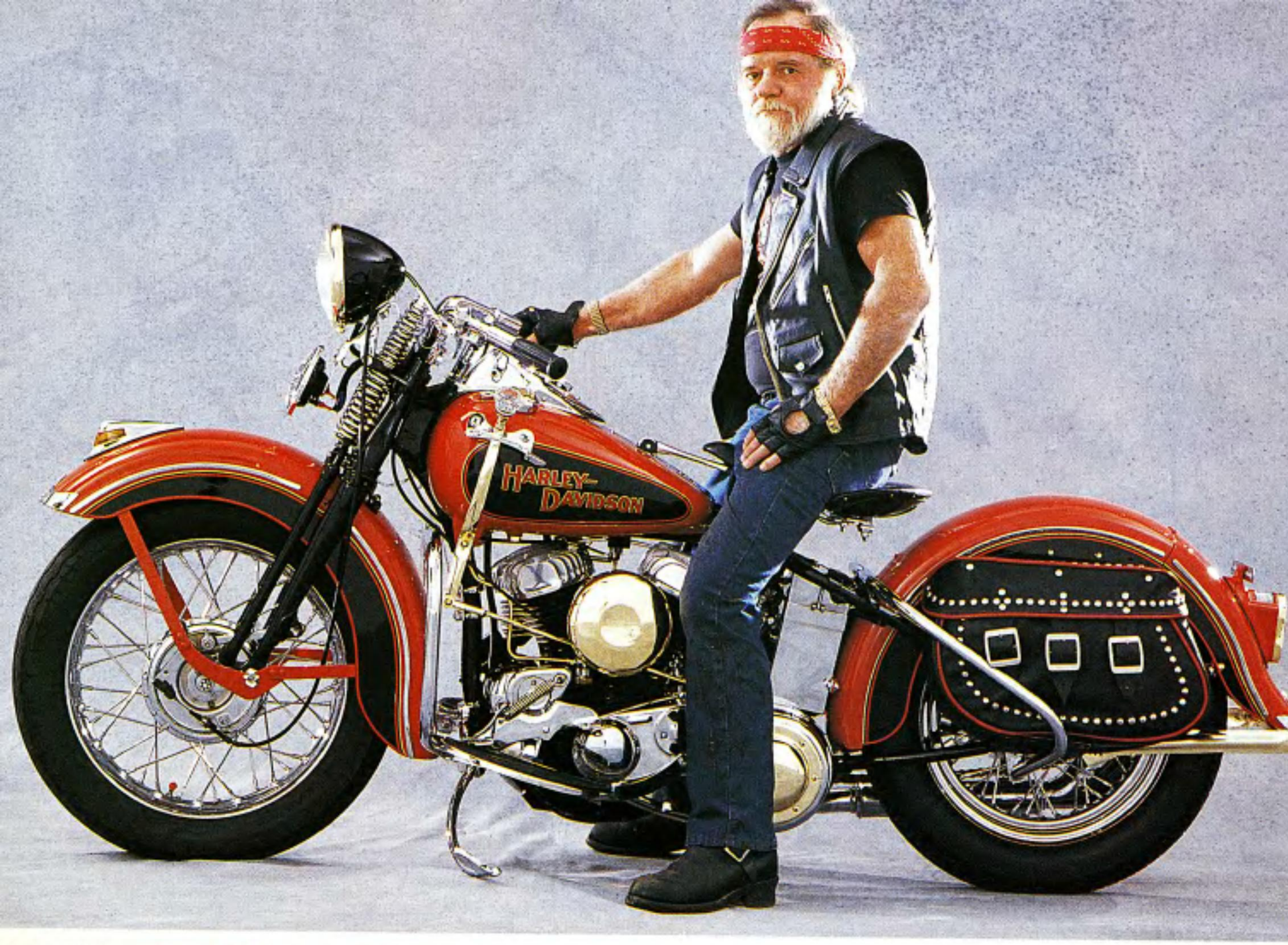
This one didn't. It was spray-painted flat-black all over; wheels, tires, bars, fenders, you name it, with little regard for the seat, headlight, cases or heads. Like I said, everywhere.

But it did fire up. After Bill put his hand over the heads to check for heat to see if it had been running recently, he kicked the black beasty through once, easy-like, then seriously jumped on her, bringin' her 1946 engine to life once again. It was kind of a mess, but it had a promising future. With a hundred-dollar bill of sale, who could bitch?

Certainly not Bill, a dead ringer for the Redheaded Stranger, Willie Nelson. While

HARLEY-
DAVIDSON

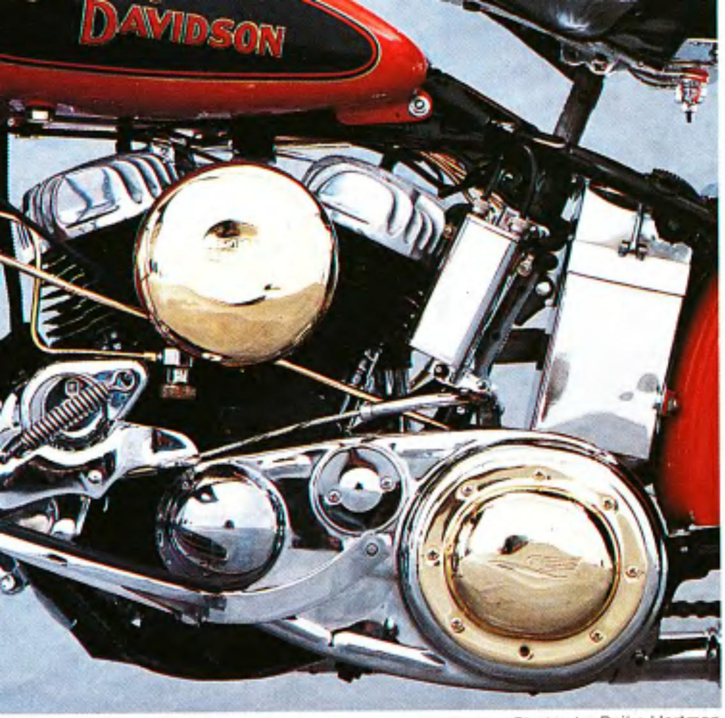
HARLEY-
DAVIDSON



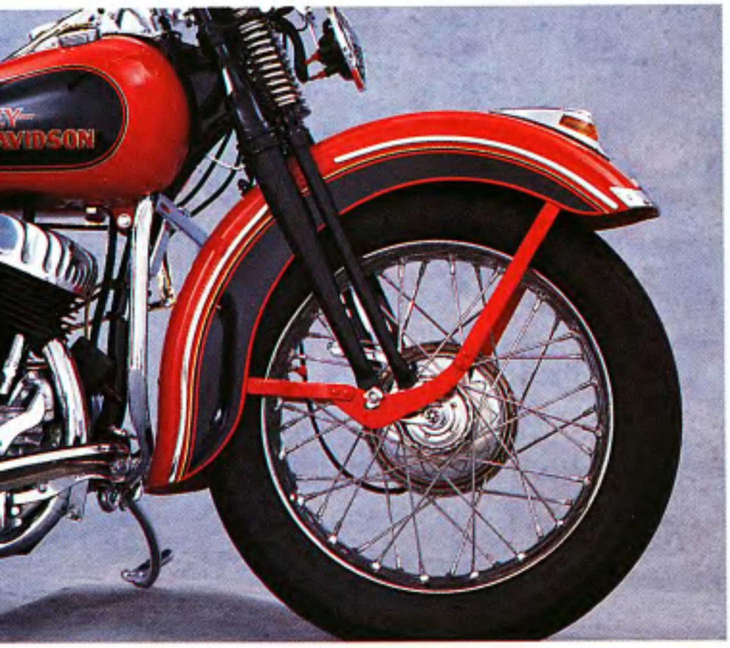
Willie plays sweet music on a beat-up, but classy acoustic, Bill's song is strummed into the wind through antique chromed pipes, from the throat of a Linkert M-88 carburetor.

It wasn't always such a fine sounding a capella. He got off a hot tin roof in Orange County to come into a cool desert setting in Hollyweird to give us the low-down on "It." That's what he calls his bike, which was matched up with a bloomin' Texas rose of a woman, Miss Tiffany, who yer, no doubt, gittin' an eyeful of.

For the man who rode his first Indian when he was 15, which was followed by a succession of rides from rice to Cushmans, "It" is the first bike he's had in a show. Last February, Bill's stomping nearly sunk the raging Queen Mary, which almost became a submarine fulla dead seamen, when he heard his bike had come in 13th (Preview Class) out of 175 bikes in our First Invitational Bike Show. "It" would



Photos by Raiko Hartman



Owner: Bill Colson	**City:** Irvine, California	
General	**Frame**	
Fabrication by: owner/Ralph (45) James	Year: 1946	
Year and make: 1946 H-D	Builder: H-D	
Model: 45 WL	Type: rigid	
Value: $52 per pound	Rake: stock	
Assembly by: owner/(45)	Stretch: none	
Time: eight months	Other alterations: none	
Chroming by: Orange Co. Plating	**Accessories**	
Engine	Bars: buckhorns	
Year: 1946	Risers: none	
Model: 45 V-type L-head	Fender(s): yes	
Rebuilder: Bill and friends	Headlight: works after work	
Ignition: battery	Taillight: tombstone blue dot	
Displacement: 45.12 cubic inches	Speedo: old style catseye dash	
Lower end: stock/rebuilt	Front pegs: footboards	
Balancing: when sober	Rear pegs: none	
Pistons: H-D	Electrics: 6-volt	
Cases: polished	Gas tank: separate 3½-gallon	
Heads: polished aluminum	Oil tank: right gas tank	
Cam: H-D	Oil system: force fed circulation	
Lifters: H-D solid roller	Primary cover: chrome/brass plated	
Carb(s): Linkert M-88	Seat: solo saddle	
Air cleaner: brass H-D	Sissybar: none	
Pipes: antique/rechromed	Height: n/a	
Muffler(s): yes	Material: n/a	
Transmission	**Forks**	
Modifications: none	Type: springer	
Year: 1946 WL	Extension: none	
Shifting: tank	Builder: H-D	
Engine sprocket: 28-tooth	Special features: me and 45	
Trans sprocket: 17-tooth	**Wheels**	
Wheel sprocket: 47-tooth	**Front**	**Rear**
Painting	Size: 18-inch	Size: 16-inch
Molding: none	Hub: H-D	Hub: Star
Painter: Spin	Rim width: 3.25 inches	Rim width: 3.75 inches
Color: Corvette red and black	Tire: Goodyear	Tire: Carlisle
Type: lacquer/urethane	Brake: drum	Brake: drum
Special paint: Bill and Spin		
Other special modifications: Thanks to all my brothers who helped me with parts and encouragement to reach this ultimate goal.		

later go on to take first place at the Tulare Antique Show. The Corvette red and black bike has found itself in a Harley calendar (September 1990), and now the feature, tomorrow the future. What else do ya want? He's ready.

If it hadn't been for a bro named Ralph "45" James, the future wouldn't have looked so bright for Bill and "It." One night, after a long putt on his own 45, 45 Ralph, a wrench at FHD Motorcycle and Hawg Parts in Anaheim, California, pulled into a bro's house, who happened to room at Bill's. Upon opening the garage door, 45 spied a floor fulla parts, and a frame sittin' in the middle of the mess. One look and he screamed in capitalized, bold-faced type—a FOUR-FIVE! The drool was noticeable, and when he broke out in a cold sweat and started panting at the sight, Bill asked if 45 might be interested in helping him put the puzzle together. "It" is number 1678 out of 15,554 total units for 1946 (all models). It's hard to imagine any of 'em got more lovin' care than what 45 Ralph put in. "It's" not a freeway flyer, so usually he motors her to Cook's Corner or over to a local area bar and shows off.

The future for Tiffany looks great, and that's on account of her fans who got her into a photogs studio. Give yerself a hand—job. Tiffany couldn't get out of the baggage claim area without encountering an enterprising pimp. It was a special three days for her. When she left, with a tear in the eye, we heard her say, "Bye-bye Hollywood, hello Texas." She was goin' home to take care of another John. Her husband.

Happy birthday to 45 on January 24. This brew's for youse.

—Butt Breath

Now you can call the what's happenin' HOT LINE 1-900-234-BIKE (2453)

What's Happenin'

Here's your guide to what's happenin' in your area in December, January and February. To have your events listed, get the information to us at least three months in advance—or call the new What's Happenin' hot line, punch in the Gripe Line, and for 89 cents a minute you can leave a message that we'll add each Monday to a set of recorded messages consisting of the latest, up-to-the-minute events listings. To find out what's happenin' in any state, just punch up the state's number code (listed below) and be informed. We are as accurate as possible, but event dates are often changed after publication—so check with the sponsors before you putt across the state. Send your info to What's Happenin', Box 3000, Agoura Hills, CA 91301.

Arizona

8TH ANNUAL SUNRIDERS TOY RUN—December 10 in Tucson at Hi Corbett Field, Reid Park. Sign-in from 9 a.m. to 11:30 a.m. Sponsored by Sunriders MC. For info, write Box 4802, Huachuca City, AZ 85616, or call (602) 456-1677.

California

4TH ANNUAL TOYS FOR TOTS & GOODIES FOR GRUNTS CHRISTMAS BENEFIT—December 9 in Ventura at the Ventura County Fairgrounds, starting at 10 a.m., to benefit abused children and disabled veterans. Raffle, live music, camping, barbecue. Admission $3.50 plus gift per person, or $6 per couple plus gift. Sponsored by ABATE of California, Local 13. For info, call Richard at (805) 683-3242, (805) 646-5204, or Mel at (805) 656-6777.

INDOOR MOTORCYCLE SWAP MEET—December 17 in Ventura at the Ventura County Fairgrounds from 11 a.m. to 4 p.m. Live music and $200 cash door prize. Sponsored by Modified Motorcycle Association. For info, write Scott Marran at Box 8009, Marysville, CA 95901, or (916) 673-0307.

***EASYRIDERS* 2ND ANNUAL INVITATIONAL BIKE SHOW—February 23-24-25** in Los Angeles at the Los Angeles Convention Center. $25,000 purse.

Florida

ABATE OF FLORIDA INC. STATE TOY RUN—December 8-9-10 in Lakeland. For info, call Eddie at (813) 646-3106.

SANFORD 3RD ANNUAL SWAP MEET—December 10 in Sanford. For info, call (407) 322-7602.

Indiana

9TH ANNUAL REGIONAL TOYS FOR TOTS RUN—December 10. Sponsored by ABATE of Indiana, Region 1. For info, call Daniel at (219) 289-8631, or Al at (219) 382-5296.

REGIONAL CHRISTMAS PARTY—December 16. Sponsored by ABATE of Indiana, Region 6. For info, call Rick at (812) 333-9055, or Bill at (812) 829-2645.

TOYS FOR TOTS RUN—December 17 in La Porte County. Sponsored by ABATE of Indiana, Region 2. For info, call Steve at (219) 324-3732, or Don and Peggy at (219) 872-1777.

MID-WEST MC 9TH ANNUAL HANGOVER RALLY—January 1 in Indianapolis at 3105 S. Harding St. Sign up at 10 a.m., first rider out at noon. All bikers welcome. Prizes, pins, refreshments, trophies, and a backup truck. Riders $6, buddy riders $3. For info, write MID-WEST MC at 3540 Division St., Indianapolis, IN 46217, or call (317) 638-4990, or (317) 787-5351.

Montana

6TH ANNUAL NEW YEAR'S DAY RIDE—January 1 in Missoula, meeting at Luke's Bar at noon. Leave for Harold's Club in Milltown at 2 p.m. All motorcycles welcome. New Year's Eve Party in Luke's basement at 9 p.m. Sponsored by ABATE of Montana, Missoula Chapter. For info, write or call Peeper at 3610 S. 7th W., Missoula, MT 59801, (406) 721-3937.

Nebraska

4TH ANNUAL BIKE SHOW & SWAP MEET—February 24-25 in Lincoln at the State Fairgrounds Agricultural Hall. Sponsored by ABATE of Nebraska, District 2. For info, write Box 30094, Lincoln, NE 68503.

New York

AM-JAM TATTOO EXPO '90—January 13-14 in Schenectady at I.U.E. on Erie Blvd. General admission $5 per day. Top tattoo artists, tattoo videos, competition, vendors, and more. For info, write AM-JAM, Box 4709, Schenectady, NY 12303, or call (518) 346-0521.

North Carolina

HARLEY DRAG RACING ASSOCIATION AWARDS BANQUET—January 27 in Burlington at the Ramada Inn, I-85, Exit 143, at 6 p.m. Sponsored by Harley Drag Racing Association. For info, write HDRA, Box 1429, Elon College, NC 27244, or call (919) 229-4877.

Texas

MOTORCYCLE SWAP MEET—December 10 in Pasadena at the Pasadena Rodeo Grounds in Campbell Hall. Mass quantities of beer, food, rhythm & blues music. Sponsored by Dummy Dave & Co. For info, call (713) 991-0699.

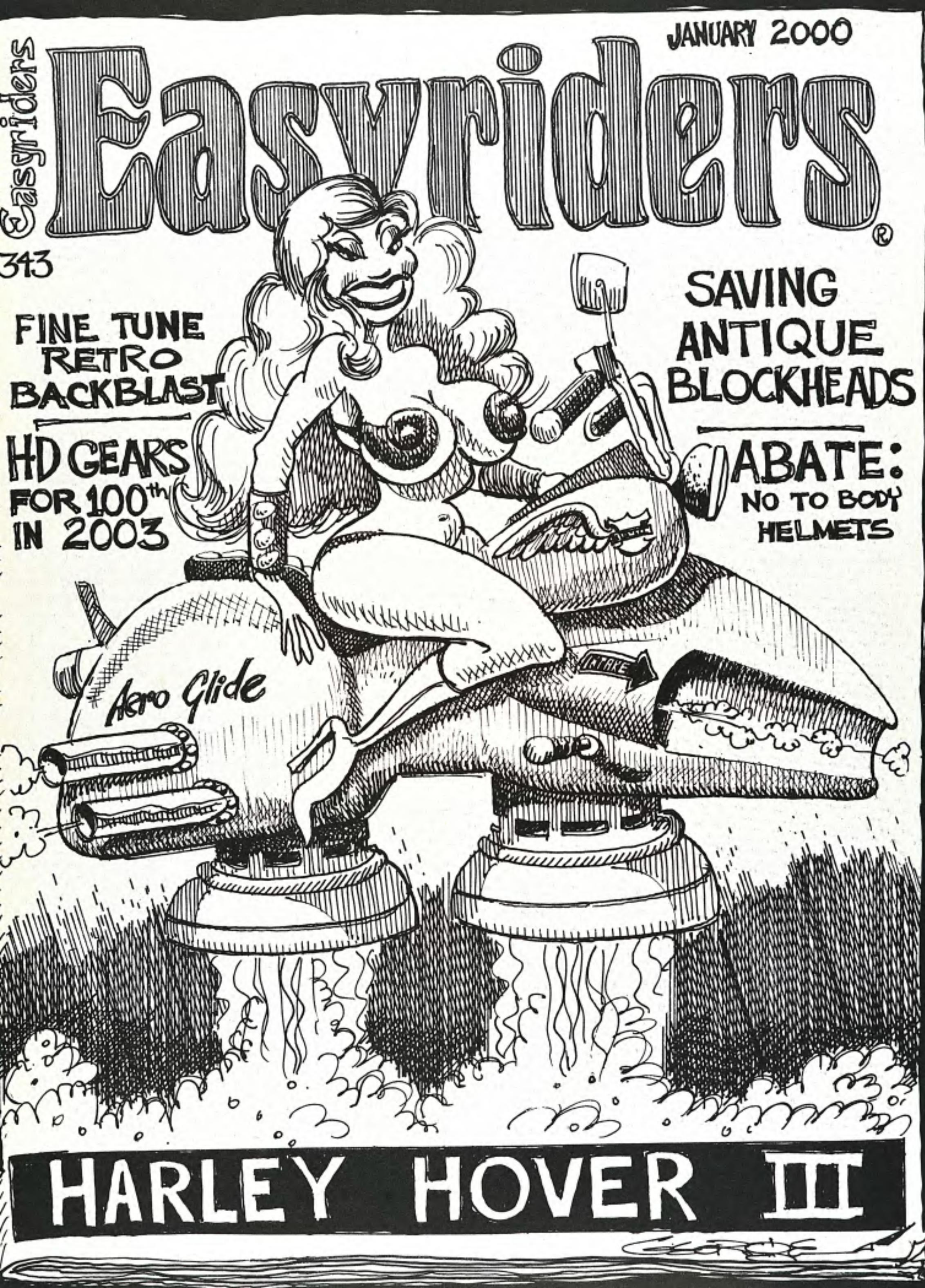
FOOD DRIVE—December 10 in Houston. Sponsored by ABATE of Texas/AIM. For info, write Box 5173, Waco, TX 76708, or call (817) 754-0830.

6TH ANNUAL TOY RUN—December 10 in Austin. Sponsored by ABATE of Texas, Austin Chapter. For info, write Box 140243, Austin, TX 78714, or call (512) 837-6167.

TOY RUN—December 17 in Arlington. Sponsored by ABATE of Texas/AIM. For info, write Box 5173, Waco, TX 76708, or call (817) 754-0830.

900 phone number state codes – alphabetically

Alabama	01	Louisiana	18	Ohio	35
Alaska	02	Maine	19	Oklahoma	36
Arizona	03	Maryland	20	Oregon	37
Arkansas	04	Massachusetts	21	Pennsylvania	38
California	05	Michigan	22	Rhode Island	39
Colorado	06	Minnesota	23	South Carolina	40
Connecticut	07	Mississippi	24	South Dakota	41
Delaware	08	Missouri	25	Tennessee	42
Florida	09	Montana	26	Texas	43
Georgia	10	Nebraska	27	Utah	44
Hawaii	11	Nevada	28	Vermont	45
Idaho	12	New Hampshire	29	Virginia	46
Illinois	13	New Jersey	30	Washington	47
Indiana	14	New Mexico	31	West Virginia	48
Iowa	15	New York	32	Wisconsin	49
Kansas	16	North Carolina	33	Wyoming	50
Kentucky	17	North Dakota	34		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SOMETHING TO CELEBRATE

By J.J. Solari

We're headin' into a new year. In fact, we're headin' into a new decade. In fact, in a few years, we'll be headin' into a new century. In fact, we'll be headin' into a new millennium. You know how many millenniums there have been since Christ was born? One. In 10 years we're havin' number two.

Lotta people say that we're gonna be havin' number two in more ways than one. Some people are sayin' it'll be the end of the world. Some are sayin' it'll be the beginning of the world. Some people are sayin' Jesus is comin'. Some people are sayin' the Antichrist is comin'. Some people are sayin' it'll be the big war. Some are sayin' it'll be the big peace.

But I think that on January 1, 2000, the thing that everyone will be celebrating the most will be the publication of issue #320 of *Easyriders*.

The issue you are holding now—the one you had the camel jockey clerk at the "convenience" store reach down under his counter to get for you—is issue #199.

One hundred and ninety-nine issues ago, our forefathers, Lou Kimzey, Joe Teresi, and Mil Blair brought forth on this continent, a new magazine, dedicated to the proposition that all men were created to ride free.

Unfortunately, not all men want to ride free. Not all men even want to *be* free.

Readin' *Easyriders* improves your bitchin'ness considerably.

The ones that do, however, are reading this magazine.

You are obviously one of them.

The fact that 199 issues of *Easyriders* have been published is proof that the world is a better place than it was when issue #1 came out. There wouldn't *be* an issue #199 unless readership had increased considerably since issue #1. This means that there are now more bitchin' people around. Readin' *Easyriders* improves your bitchin'ness considerably.

There are critics who feel differently. They say that reading this magazine not only decreases your societal worth, but means that you probably weren't worth much to begin with.

These critics are missing the point.

This magazine is not designed to improve society. This magazine is designed to improve individuals.

It is designed to improve the individuals who do *not* read it.

I think the largest group of nonreaders that have been improved by this magazine is the Soviet bloc.

In issue number 160 (October, '86), shortly after the Chernobyl nuclear accident, this magazine ran an article which stated that, "since the Soviets cannot power their *light bulbs* without irradiating half the earth, why worry about whether or not they're going to *bomb* us? . . . They'll do us in just trying to pay their fuckin' *utility bill*. Eradicate the assholes now, before they try to build an office building and destroy the entire solar system."

Suddenly Mikhell Garbage declares reform.

I think that the KGB read the article. I *know* the FBI reads this mag, and the

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CELEBRATE

KGB has *got* to be smarter than them guys.

Things have already improved in other areas.

Who would have thought that swarms of guys covered in grease and riding loud motorcycles would start having an effect on American legislators? Who ever thought that biker tramps would ever be motivated to do anything besides open another six-pack? *ABATE* did. *ABATE* was founded by this magazine.

199 issues ago who would have thought that the Harley would ever be anything but a museum piece? *Easyriders* did. Who ever thought that Harley would be rescued from the bowling ball company that swallowed it up? *Easyriders* did.

199 issues ago who would have thought that the majority of America's youth would consider—next to owning a Fender—owning a Harley to be the most gnarly, bodaciously awesome thing possible? You seen MTV lately? Have you seen all those crotch-busting Spandex boys trying with all their energy to be what you already are just sitting there on the toilet scratching your belly?

Well, I don't think *Easyriders* expected that. But I do think they caused it. They caused it because they glorified you. You were already there. *Easyriders* just brought you to everyone's attention.

199 issues ago, *Easyriders* was the only magazine of its kind. If you said *Easyriders* magazine to someone on the street, they'd just go "Huh?" Now if you say *Easyriders* to someone, they say, "Oh, you mean that scummy magazine for dirtbags?"

199 issues ago *Easyriders* was the only scummy magazine of its kind on the stands. Now they're all over the place. Some of them are *really* scummy, and the rest are mostly . . . well, they do their best, I guess. However, *Easyriders* is the only one with the reputation of having "heart." What that means, is . . . well, it can't be explained what that means. It's just that *Easyriders* is the only magazine that isn't trying to *be* a bike tramp magazine. It's just being itself. And bike tramps love it.

"What pizza? That's where the cat puked."

Is it really scummy? Well, you flip through the pages of this one and show me the scummy parts. It has less women than *Playboy*, less bad words than *Penthouse*, less irreverence than *Hustler*, and a whole hell of a lot less sleaze than most men's magazines on the market.

Some would say it has less intelligence than a Mexican vampire movie.

They caused it because they glorified you.

Well, I have to admit, the emphasis at this place *is* on fun. Saving the world is fine, that's easy enough to do, but having fun . . . fact is, that's the real reason people who hate *Easyriders* hate it. Fun bothers people. It bothers crazy people. Crazy people become annoyed at fun. In fact, they become hostile at it. Go downtown somewhere and find a lunatic. I mean, a bona fide lunatic. Tell him a joke. He'll spit at you, yell at a passerby, and run away. Now follow him and begin to cry. He'll stop and sit down next to you and make you his friend for life.

There are a lot of people disguising themselves as productive members of society, but they are really just as crazy as that guy in the park. They're easy to spot; they're the ones who say, "All right, that's enough of that," when someone is having fun. Civil servants come to mind right away. Normally, the fun killers tend to "run things."

But don't worry. By the year 2,000—issue #320—*Easyriders* will have turned even that around. Only fun lovers will be running things. They may not all be bikers, but they will have gotten their inspiration from this magazine and the people this magazine appeals to. People like you.

So in this new year of 1990, why don't you celebrate? Celebrate you. You, reading this now. You're the best thing there is, bro. And that's something for everyone to celebrate. ■

Both collector's editions of them "Scooter Gypsies" you've been seein' in Easyriders each month are now available. We've rounded up all 24 of those cuties into two separate collections of 12 art prints each. Every 11" x 14" print is suitable for framing. Each collection is $20, plus $4 postage and handling. Please be certain to specify either "Scooter Gypsies 1 or 2."

D. James Edmondson
Box 262, Puunene, Maui, Hawaii 96784

Hawaii res., add 4% sales tax
APO/FPO and Canadian, add $3.50; Other foreign, add $4. U.S. funds only.

Choppershopper

Classified advertisements are accepted at the discretion of the publisher. Rates are 75¢ per word for private individuals. $2.50 per word for businesses. 10-word minimum. Check or money order must accompany clearly written copy. No charge for zip codes. Box numbers are available, with mail being forwarded unopened to the advertiser. There is an additional charge of $6.50 per advertisement for this service, to cover handling and postage. M.O./SASE to Classified Department, Box 3000, Agoura Hills, CA 91301.
Note: **Closing date** for advertisements is the **15th of the 4th month preceding cover date.** There are approximately sixty days between closing date and national on-sale date.

Notice: Readers are advised to use reasonable caution when dealing with a company or advertiser they do not know. False advertising is fraud and should be reported to the authorities whenever it is encountered.

DRUG TESTING CONQUERED! PASSING THE URINE DRUG TEST IS EASY. GUARANTEED FOOLPROOF PROVEN METHODS. MANUAL $5. Wilshire Labs, 2521 Hazlett Ave., Warwood, WV 26003-E. (199)

Beautiful ladies want friendship and marriage. Free photos, details. Latins, Box 1716-RI, Chula Vista, CA 92012, Phone (619) 425-1867. (199)

JOHNNY D. PELFREY: Where are you? Get in touch! Need to talk. Laurie c/o Bonnie Smart, 9 Summit St., Framingham, MA 01701 or call. (199)

I am doing time in an adult day care center, thanks to CDC. I need all the info that I can get about having a parole transferred to Albuquerque, N.M. I want to get with my ol' lady and get the hell out of this state. I lasted a whole 9 days on the streets this time. If you have been here, you know what it's about. I know that I need to have a place to live and work. Also, I'd like to know if anybody knows where somebody on parole can get a job. Pay doesn't have to be great. I know almost all prison trades so I can do a little of everything. Any help of any kind will be appreciated very much. Thanks. Roy L. Byrd #E10295, CCC 2/4029, Box 2210, Susanville, CA 96130. (199)

ATTENTION—HIRING! Government jobs—in your area. $17,840—$69,485. Call (602) 838-8885, ext. R9723. (199)

Non-recording AM/FM stereo players available. Free catalog. The Conaid Company, 8221 Dunfield Ct., Severn, MD 21144. (202)

GYNTS! Too long between drinks, bro. Time is long, life is short. Please phone (619) 576-9808, Angela. (199)

L.A. VIA OMAHA? I'm still thinking of the reunion. Hondo. (199)

TAPESTRIES: GHOSTRIDER, BORN/U.S.A., Unicorn, Billiard & Poker Dogs. Approximately 60" x 40", $25, M.O. only! Mike Davis, Box B-65734, Florence, AZ 85232. (199)

TATTOO GUNS, DESIGNS, COLORS, catalog $10 U.S. funds. Deecken, Box 1642, 29 Oldenburg, West Germany. (214)

Change your fingerprints easily and permanently. For How-To booklet, send $75 money order to Ezelock, Box 143934, Coral Gables, FL 33114-3934. (199)

Erotic Tattoo Videos! Uncensored Bike Week! Mardi Gras! Cult of Harley! Show Your Tits! Bitchin' catalog $1. Flash Video, Box 410052, San Francisco, CA 94141 (199)

Bob Hogan: Your parents live in North Fort Myers, Florida from December 1 to April 1 each year. Their address is Upriver Campground Resort, 17021 Upriver Rd., Lot #298. Phone (813) 543-8711. Would his friends please pass this information to him. (199)

Sherry Tatonetti, Cleveland, Ohio or anyone knowing her whereabouts: Have her contact Ben Johnson #73844, Arizona State Prison, Fort Grant, Box 4000-R, Box #225, Fort Grant, AZ 85644-4000. Sherry, I love you. Please contact me ASAP, URGENT!! (199)

Official "Sturgis Song" by Denum and Lace as done at the Silver Dollar in Spearfish. Plus, "Too Much Hog For Me," cassette only. $3 plus $1 shipping. Cash or money orders. Ernie Johnson, 145 N. Main St., Roseville, IL 61473. (199)

FREE—WORLD'S LARGEST SINGLES MAGAZINE. Photos, descriptions. Ladies, men needing mates. League, Box 5637-ESR, Reno, NV 89513-5637. (199)

Easyriders past issues, #9 to #55. Send SASE for list. I need #3, #5, and #18. Michael Kase, 5306 Auckland Ave., N. Hollywood, CA 91601. (199)

WANTED: Information concerning rattlesnake earrings, (15 buttons or more). Also rattlesnake rattles (15 buttons or more). Send info or call ASAP, Dan Lang, 9769 17th, Zion, IL 60099, (312) 746-8241. (199)

New Orleans chapter Outlaws: HELP! Spook—Sunshine down in '74 & '75 in Los Angeles. Was told by Spook, Outlaws will know how to get in touch and help. Please send any info to Sunshine c/o *Easyriders*, Box 3000, Agoura Hills, CA 91301. (199)

Help Wanted: No jive, the gang here at the magazine is looking for a brother or sister with a serious riding background to help out as an associate editor. You must have a journalism education and/or some major experience and be willing to relocate to god-forsaken California. And yes, it's a full-time position. It helps to know how to use a camera. Don't call, send resume to Paisano Publications, Associate Editor, Box 3000, Agoura Hills, CA 91301.(199)

SCOOTER MATES: Introduces biker men and women. 15 FREE profiles! Name, address to Scooter Mates, RD 7, Box 94, Middletown, NY 10940. Sorry, no inmates. (199)

Bob Shipe has not given up on jacket! Swiped at 1989 Redwood Run. Nine years of Redwood Run pins, 75th Anniversary and Low Rider patch with sentimental value. Bros help me, one of them jerks got it. "Kentucky, returned call." Thanks for calls and letters from October 1989 issue. $200 reward. Bob Shipe, Rt. 1, Box 223, Taft, CA 93268, (805) 763-1169. (199)

POOR MANS' MOTORCYCLE ALARM. Diagram and parts list, $4 plus $1 mailing to Box 3071, Kalispell, MT 59901. (199)

Hey, Mister, I'm sure you'll feel like a "new man" once you get off that "Rocky Road." 143 Boz. (199)

Easyriders: Have lots of extras. $2 each, pre-1976 $10 each. Write Gerry, Box 22, Yelm, WA 98597. (199)

Tattooing: Machines, colors, for sale. Catalog $10. Tattoo Factory, Box 294, Hockley, Birmingham 18, England. (199)

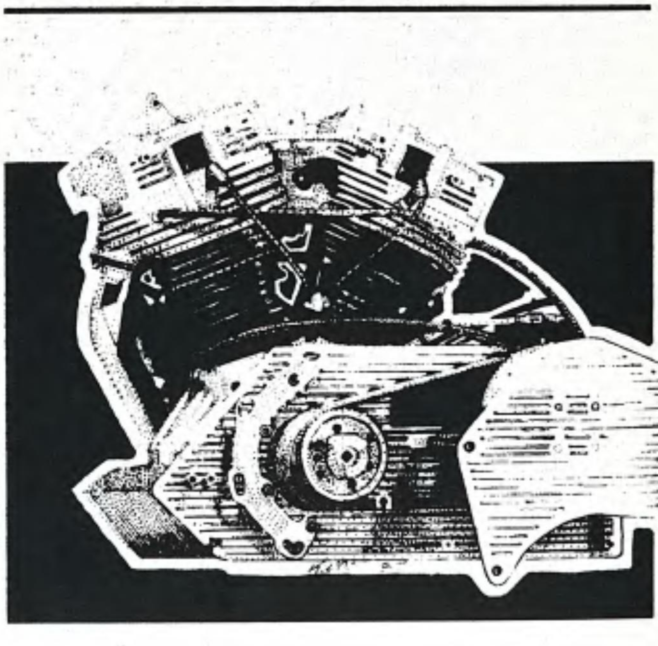
"Bo" Dennis Lee Messer: Beep needs you. Get in touch with him! You can get him out of the joint. Write Izzy, c/o *Easyriders*, Box 3000, Agoura Hills, CA 91301, and she will help.

Diablos MC past and present: Contact Diablos 156 Grove, Meridan, CT 06450.(199)

PRISON SUBS: Locked-down bros and sisters, subscribe to *Easyriders* for only $14 a year (U.S. funds only, please). Mail to: *Easyriders*, Box 3752, Escondido, CA 92025. Allow 6-8 weeks for delivery of first issue.

NEW IDENTITY: Report details how it's done. Send $10 to Newman, 12311 NE Glisan #239, Portland, OR 97230. (199)

"Dee," October 1989 Fox Hunt. Please write me. 1916 Pike Place #12, Ste. #1010, Seattle, WA 98101-1013. Thanx. (199) ■



FREE EASYRIDERS!

You got it—just make a purchase of 30 bucks or more and ask for your free copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around

Alabama
Shovelhead City, Rt. 2, Box 77A, Newton

Alaska
House of Harley, 4334 Spenard Rd., Anchorage

Arizona
Performance H-D, 3383 N. Richey Blvd., Tucson
Creative Cycles, 1218 S. Alvernon, Tucson
Satan's Cycle Works, 1706 W. Hatcher Rd., Phoenix
Jo's Cycle Machine, 2350 W. Phelps, Suite #1, Phoenix
M/C Brothers Parts Inc., 2226 Northstone, Tucson

California
H-D of Glendale, 3717 San Fernando Rd., Glendale
D & G Cycle Parts, 15715 Armar Rd., La Puente
Jammer Cycle Products, 6417 San Fernando Rd., Glendale
Gordon's M/C Madness, 1586 Morse Ave., #1, Ventura
Bartels' Harley-Davidson, 8910 Washington Blvd., Culver City
Palm Springs Harley-Davidson, 19345 N. Indian Ave., N. Palm Springs
Moonshine Cycle, 1221 N. Main St., Unit 6, Porterville
Mars Custom Cycle, 78 Shotwell, San Francisco
Curtis Fine Cutlery, 10613 Michele Ave., Bakersfield
Dale's Modern Cycle, 225 E. Baseline, San Bernardino
Ed's House of Hogs, 1564 Mission Rd., #27, Escondido
Harley-Davidson of Santa Ana, 2131 E. 1st St., Santa Ana
RPM Cycle, 1727 National City Blvd., Nat. City
Triple T Chopper, 15606 Gale Ave., Suite D, Hacienda Heights
Scooter Trash, 6609 Hollywood Blvd., Hollywood
Hog Haven, 6857 Van Nuys Blvd., Van Nuys

Colorado
2 Wheeler's M/C Shop, 1433 W. 38th Ave., Denver
Howell's House of Harley, 232 S. Federal Blvd., Denver
D & C Enterprises, 2571 Hwy. 6 & 50, Grand Junction
High Country Customs, 302 Arvada, Colorado Springs
John's Harley-Davidson, Inc., 2135 Mulberry St., Ft. Collins

Connecticut
Longriders Custom M/C, 417 Bridgeport Ave., Milford
D & S Cycle Supply, P.O. Box 245, North Windham

Florida
H-D of Miami, 7701 N.W. 7th Ave., Miami
Fletcher's Harley-Davidson, 1881 U.S. 19 South, Clearwater
L & K Cycle, Inc., 601 N.E. 44th St., Ft. Lauderdale
H-D of Stuart, 34 E. 6th St., Stuart
Miller's Custom Parts, 1863 S. Ridgewood, Ave., S. Daytona
H-D of St. Petersburg, 5989 Haines Rd., St. Petersburg
H-D of Melbourne, 6030 N. Harbor City Blvd., Melbourne
H-D of Tampa,, 7202 E. Hillsborough Ave., Tampa
Klanker's Custom Parts, 2715 B Hwy. A1A So., St. Augustine
Mike Denniston's H-D, Inc., 3105 S. Hwy. 441, Leesburg
Southside M/C Hog Dept., 5612 S. Orange Ave., Orlando
Cycle Lab, 1911 South State Rd., #7, Ft. Lauderdale
Treasure Coast Big Twin, 1915 Old Dixie Hwy., Ft. Pierce
Tampa V-Twin Inc., 16336 N. Florida Ave., Lutz
Brothers III, 2401 N.W. 16th Lane, Pompano Beach

Georgia
Southern Cycle, Inc., 4982 North Ave., Buford
Blue Ribbon Cycles, 2137 Dixie Ave., Smyrna
Banshee Cycle, 2507 N. Lumpskin Rd., Columbus

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Suburban H-D, Inc., 2200 Rand Rd., Palatine

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Brandt's H-D, Inc., 1617 S. Wabash St., Wabash

Iowa
Cyclepedia Corp., 1824 Dean Ave., Des Moines
Walker's Harley-Davidson, Inc., 101 Broadway, Red Oak

Kansas
Newton Cycle Shop & Leather, 115 S. Kansas Ave., Newton

Maine
Custom M/C Supply, 13 Portland St., Portland

Maryland
Crazy Carl's Custom Cycle, 8258 Rt. 3 Northbound Lane, Millersville
Brewster Wholesalers, 280 Fredrick St., Hagerstown
H-D of Washington, Inc., 9407 Livingston Rd. S.E., Ft. Washington

Massachusetts
Dave Franks Motorcycle Sales, 81 Bridge St., Salem
Stone's Cycle, 89 Main St., Northboro
Bulkie's Bike Parts, #6 880 Boston Rd., Billerica
Harley-Davidson Freedom Center, 220 Boston Rd., N. Billeron

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Saginaw Valley Motorworks, 2663 N. Euclid, Bay City
H-D of Port Huron, Inc., 3350 Lapeer Rd., Port Huron
American Harley-Davidson, 6834 Jackson Rd., Ann Arbor
Cycleville USA, 14687 East 11 Mile, Warren
Detroit Motorcycle Parts, 16616 Harper, Detroit

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Twin City H-D North, 1441 85th Ave. N.E., Blaine

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County M/C Parts, 7348 North Lindbergh, Hazelwood

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Precision Cycle Works, 139 E. 2nd Street, Whitefish

Nebraska
Butterfields M/C Parts, 8025 Blondo, Omaha

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Show Bike Performance Center, 1786 N. Nellis Blvd., Las Vegas

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Morristown Cycle, 103 Washington St., Morristown
Tramontin H-D, P.O. Box 157, Hope
Atlantic County Harley, 1966 Blackhorse Pike, Atlantic City
GT Cycle Specialties, 500 Salem Quinton Rd., Salem
Millville Harley-Davidson, 1131 S. Second St., Millville
Kosco H-D, 8 E. Garden Place, Pompton Plains

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H-D of Suffolk County, 360 Rt. 109, West Babylon
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Snake's Hawg Shop, Hwy. 55 West, Mt. Olive
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Iron Horse Motorcycles, 1905 Roosevelt Blvd., Monroe
Gene Lummus Harley-Davidson, 1000 U.S. 70 E., Asheville
Harley-Davidson of Metrolina, Inc., 2429 S. Tryon St., Charlotte
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Montgomery County H-D, 1217-19 S. Trooper Rd., Norristown
Hannum's H-D Sales, Inc., US 1 & Rt. 352, Media
Rask Cycle, Road #2, Box 277, Evans City

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Mansos Motorcycle Dis. El Cinco, 1470 Ponce De Leon Sector, Rio Piedra

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Country's H-D Inc., 1093 Albright Rd., Rock Hill
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DW Cycles, 117 Webb Street, Simpsonville

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American Cycle, 116 W. Highway 190, Killeen
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Lone Star H-D 125 S. Glenwood, Tyler

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St. Croix Cycle Sales, Rt. 3, Box 127 B, New Richmond
Harley-Davidson Motorcycle of Appleton, Inc., 2144 W. Wisconsin, Appleton
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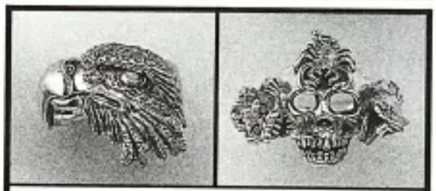

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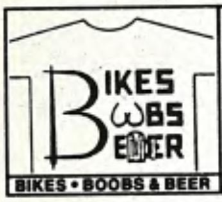

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EASYRIDERS

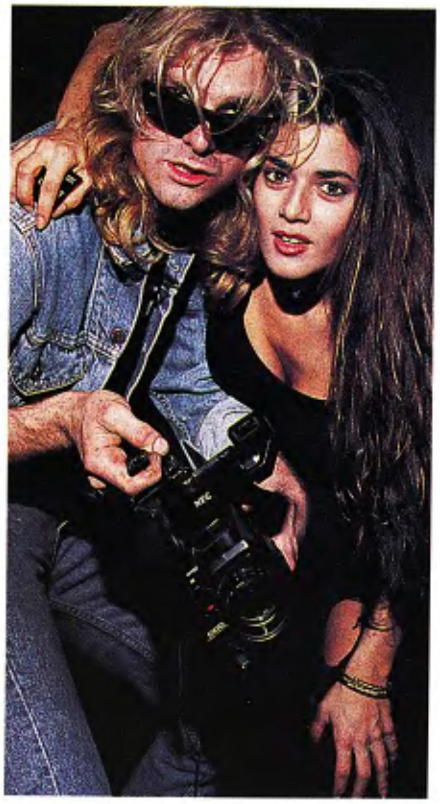
INVITATIONAL BIKE SHOW

RECOGNIZING OUTSTANDING ACHIEVEMENTS IN IRON

The drizzle dried up less than 24 hours before the briny gates burst open on the historic Queen Mary, docked permanently in the Long Beach Harbor, for our First Annual *Easyriders* Invitational Custom Bike Show. The tally of crescent wrench votes, during a prior all-night garage rebuild session, was unanimous for an all-class, all-bike, all-builder recognition scooter extravaganza. We all agreed it was about time.

We invited every bike featured in *Easyriders, In The Wind,* and *Biker* during the 1988 calendar year, and ran a shot of each deserving putt in the February 1989 Special Annual Issue of *Easyriders,* (it's happening again next month).

The entire chromium line-up was available to be voted on by the entire *Easyriders* reader-



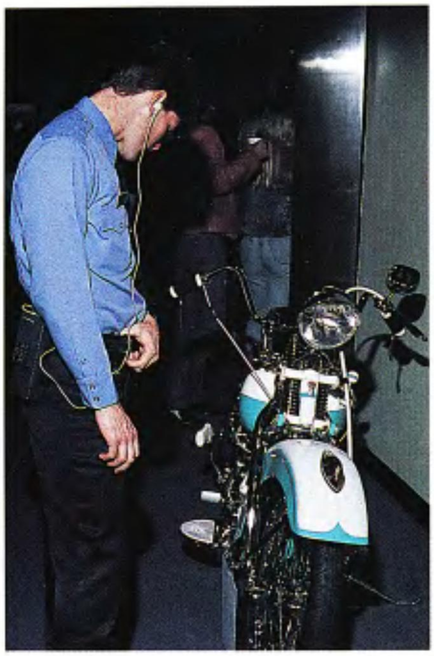
Over 170 of the world's most stylish scooters graced the decks of the historic Queen Mary in Long Beach, California

BIKE SHOW

ship, either through the postman, the AT&T not-so-hot (900) network, or by coming to the show. With a total of $25,000 in prize money on the line and the assistance of shovelhead enthusiast and longtime parts distributor, Gary Bang, we had a gleaming array of trophies for the winners.

The day the show opened, over 170 bikes were displayed on the three decks of the massive Queen of the seas. Brothers and sisters brought their bikes from as far away as Canada and Florida to compete for the Best of Show Awards of: $2,000 (3rd), $3,000 (2nd) and $5,000 (1st). Louis Falcigno, a caustic, bustling,

barrelful of live-wired bike buildin' energy, trailered his putt from his establishment, C&L Hog Shop in Fort Pierce, Florida (behind his chopped and flamed '35 Chevy, through winter storms in Texas) to make



it to the show. The trip was worth it, he won the grand prize and a trophy which he kept fillin' with Jack and passin' around the lounge after the show.

The second-prize winner was Andy, a quiet motorcycle restoration zealot whose clean, black knuckle caught the class-act eye from the voters (he also entered a brown refurbished knuckle and caught another cash prize in the Preview Class). Third place went to Landshark's rat Indian, which

First Annual Bike Show Winners' List

Invitational Category

Best of Show

1st: #019 Lou Falcigno, Fort Pierce, Fla.—$5,000
2nd: #011 Andy, Oxnard, Calif.—$3,000
3rd: #013 Mark "Landshark" LaFleur, Sioux Falls, S.D.—$2,000

Shovelheads
1st: #035 J.R. Pagnini, Costa Mesa, Calif.—$1,000
2nd: #034 Hunter Simms, Union City, Calif.—$500
3rd: #018 Jim Johnson, Hayward, Calif.—$300
4th: #031 Richard Cosman, Ukiah, Calif.—$200

Blockheads
1st: #052 Terry Shaw, Zanesville, Ohio—$500
2nd: #041 Jim Johnson, Hayward, Calif.—$300
3rd: #023 Sammy Roth, Canoga Park, Calif.—$200

Panheads
1st: #001 John Skerbelis, Riverside, Calif.—$500
2nd: #046 Jim Higgins, Ben Lomond, Calif.—$300

Knuckleheads
1st: #100 Bob Milone, Phoenix, Ariz.—$500

Sportsters
1st: #044 Sam Newsom, Los Gatos, Calif.—$500
2nd: #057 Steve Raymond, Pulaski, Va.—$300

Restored
1st: #092 Galen Olson, Visalia, Calif.—$500
2nd: #090 Mike Manis, Fresno, Calif.—$300

Readers' Rides
1st: #050 Mike McCrea, Dartmouth, Nova Scotia—$500
2nd: #060 Ted Novak, Albuquerque, N.M.—$300

Foxy Riders
1st: #065 Deb Moreno, Anaheim, Calif.—$500

Preview Category
1st: Papa Joe Lombard, Aguanga, Calif.—$2,000
2nd: Ricky Ramirez, Sylmar, Calif.—$1,000
3rd: Tammy Morgan, Beallsville, Ohio—$500
4th: Andy, Oxnard, Calif.—$300
5th: Mark Wagnon, Fontana, Calif.—$200
6th: Robert Gonzales, La Puente, Calif—$100
7th: Carl Jones/Cycle Boys, Vernon, Calif.—$100
8th: Syd Desoto, Santa Cruz, Calif.—$100
9th: Gene Shacove, Beverly Hills, Calif.—$100
10th: Steve Fleming, Santa Monica, Calif.—$100
11th: Steve Fleming, Santa Monica, Calif.—$100
12th: Patrick Drnec, Chino, Calif.—$100
13th: William Colson, Irvine, Calif.—$100
14th: George's Custom Cycle, Denver, Colo.—$100
15th: Jim Swearinger/Kennedys Custom Cycles, Oceanside, Calif.—$100

was putted in from Sioux Falls, South Dakota. Ya had to be there to win. The remainder of the prize winners are listed here somewhere.

The prizes, the crowds, the entertainment, the chrome, the girls strutting their slinky stuff in *Easyriders* leathers, and the bike-building personalities brimming with info for the onlookers, made this the hottest display of American motorcycle creativity and talent.

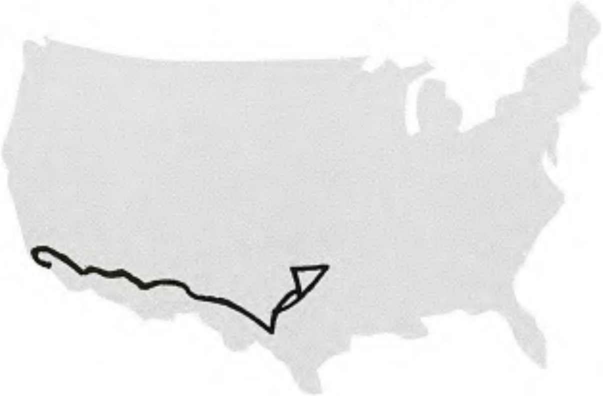
But the steel Queen's decks weren't large enough to keep the rockin' crowd afloat, so this year, for the Second Annual *Easyriders* Invitational Bike Show, we're moving from the 23,000-square-foot party boat to a 65,000-square-foot, arena-sized blast at the Los Angeles Convention Center (tentatively, all the contracts aren't nailed to the desk yet). The event will be some time in February 1990. Look for more detailed info in upcoming issues.

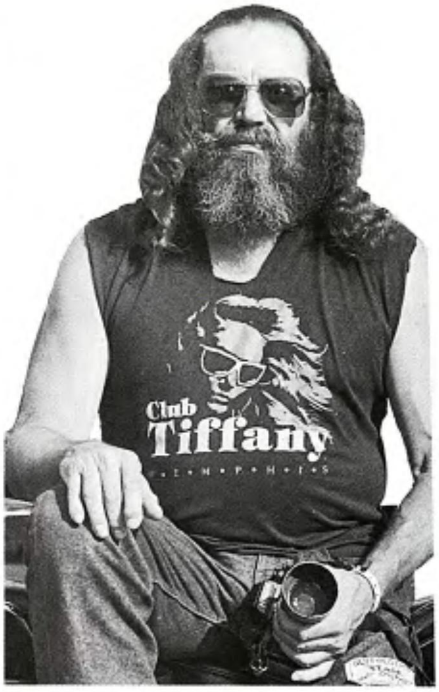
Our first bike show was an all-class event, from the polished iron and long-distance participants, to the vendors and the motorcycle enthusiasts who came to see what bike building is all about and gather ideas and exchange concepts with leaders in the field.

This year's event promises to garner the same expertise, enthusiasm, and knockout bikes. Don't miss it. —Bandit

Photos by Mike Lichter, Kim Peterson, Lou Castle and Peter Warner

RIP'S RUN





Surgery By Rip

Photos by Rip

Howdy. In last month's issue I wrote about the ride I took on Baby from New York to Sturgis with stops in Rochester, Pontiac, Muskegon, and all points west; eventually ending up in Oklahoma City, Oklahoma, after Sturgis. Baby is my Electra Glide Sport.

In this issue I'll be writing about the National Labor Day Rally held on the Old Military Trail campground near Perry Lake, Kansas. Kansas ABATE has been fine-tuning this run every year. This is number 14 and, all in all, it was a good ol' good one. I'll also be talking about stopping in Wichita Falls, Texas for a Memorial Run held for seven fallen bros. And concluding with my ride home to California.

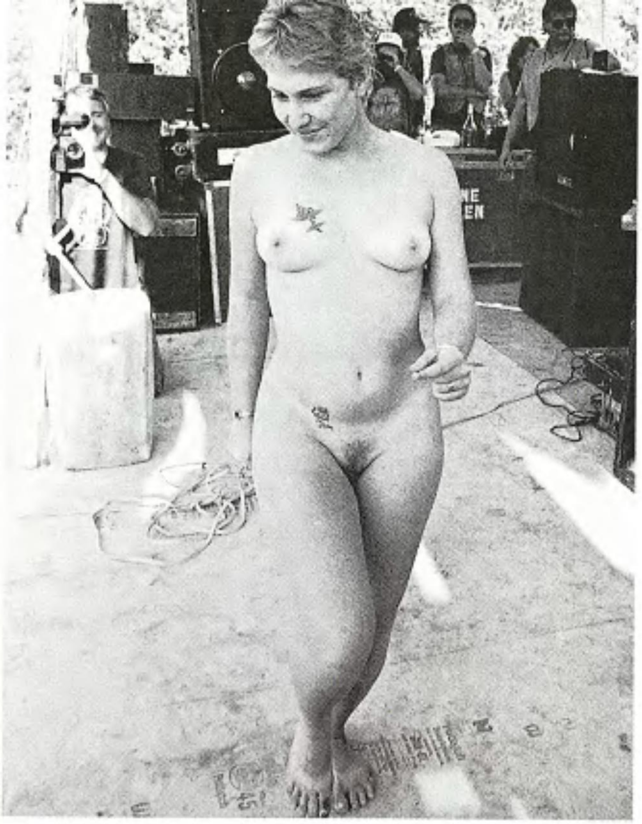
My ride up to the land of Oz, in the heart of America, started early one Thursday morning on the south side of Oklahoma City under clear blue skies. That faked me out 'cause on the north side of town it was a different story. Seeing an opening between two rain clouds, I thought that if luck was with me, I'd ride in between them. Wrong. It was wishful thinking. I got wet.

While parked under an overpass, getting into my rain gear, four scooters pulled in behind me and Baby. They were Highway Riders from Altus, Oklahoma. I took a group picture, then split.

The roads on the prairies of Kansas and Oklahoma, at least the ones I've been on, are okay. However, you do get nickel-and-dimed to death on the toll roads.

Highway Riders from Altus, Oklahoma.

And they're off. Labor Day Drags, Perry Lake, Kansas.



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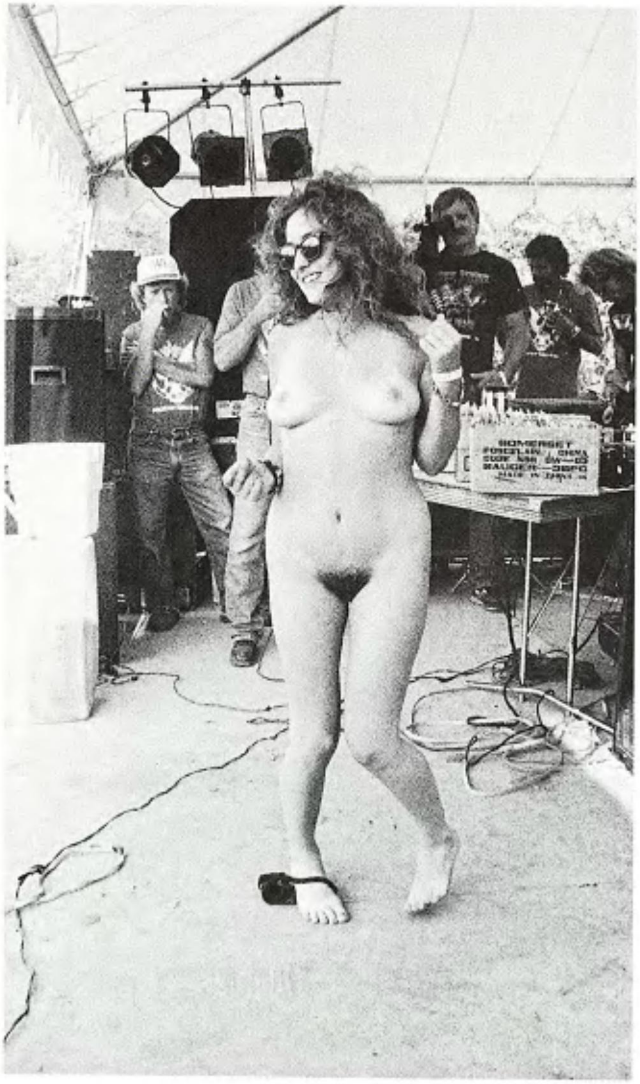
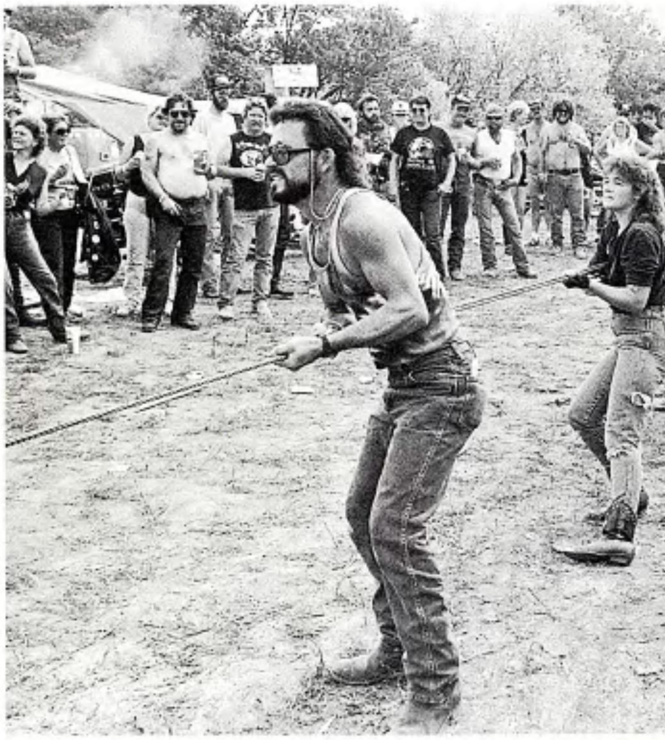

SOMERSET

I haven't been to a Perry Lake run in a coon's age and was anxious to get there. For the first time ever, dirt drags were featured on the program. Joe Moralez from Lyons, Kansas, won; Roger Rader from Chillicothe, Missouri, was runner-up; both riders were up on 883s. Kansas ABATE also held a tug-of-war. The winners came from Chapter 14 in Missouri.

One of the vendors was giving away free halter-tops for the girls, if they would install them right then and there. Of course, the vendor had a video camera to capture the moment. It was fun riding from camp to camp, meeting new bros and seeing old friends.

I think I had fun, leastways I remember thinking that I'd be in deep shit if I had to go right then and do some brain surgery. I felt like I was slam dunked on concrete. I had a short circuit in my cranium and a severe case of brain fade. I had flashbacks. There before me were thousands of Johnny's from the Black Rebels Motorcycle Club. Here and there were a few Chinos on early pans. My cerebellum felt like it had been given a frontal lobotomy. It must have been something I ate or drank, probably the latter. I kept hearing this infernal, eternal buzzing, as if swarms of locusts were about. Later, someone told me that, indeed, was the case. Thank God, for a minute I thought, naw, I didn't see a wabbit wearing a top hat. I needed to lie down for a while.

The ride back south to OKC was done halfway in the rain. It wasn't that cold, and having good tires, I didn't sweat it. I found out what Boomer and Sooners are in Okie-



Tug of war.

At Harley-Davidson World in Oklahoma City, Oklahoma. Seated: Irish Mike, behind Mike is Elsie. Back row, left to right: Whiskey Man, Kenn, Pat, Bud, Rose Dog.

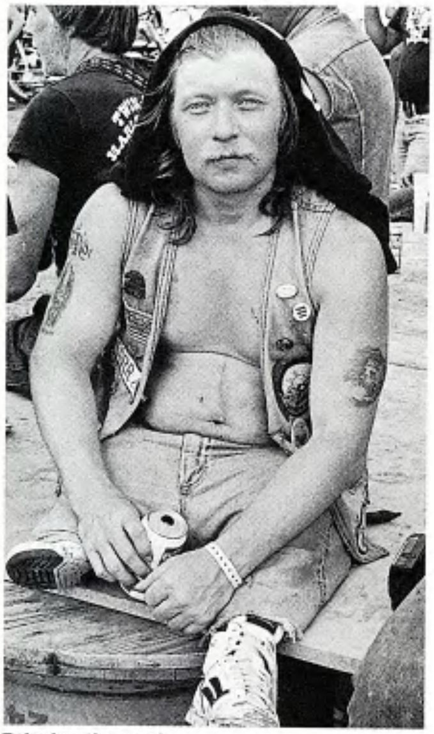
Tug of war champs from Chapter 14 in Missouri.

neese. I did visit the Cowboy Hall of Fame. I also went to a keg party held at the Borderline Bar.

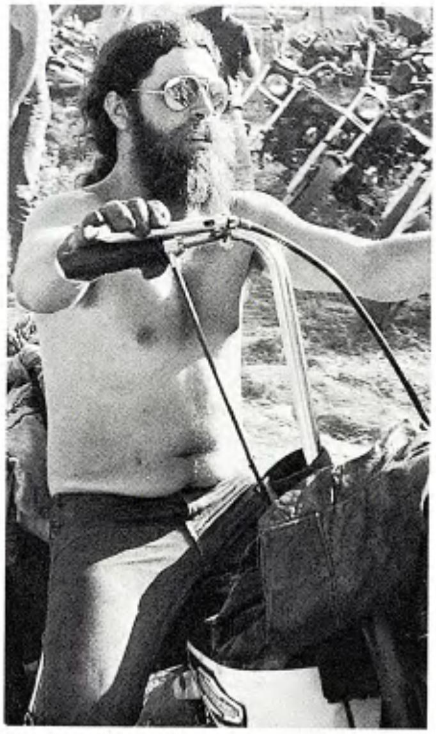
Took a ride to Tulsa (T-Town), and checked out the Glide Tavern. They are located right next door to Jack's M/C Service on 5035 E. Admiral Place. One of the better times I had was meeting the gang from Harley-Davidson World at 2421 SW 29th St. in OKC. They serviced Baby rapidly, and then someone lost the bill. My kind of people, good folks.

Leaving Oklahoma City one Saturday morning, Baby and I headed south in an early morning mist which turned into a light shower at the Texas border. Before crossing the Red River into Texas we rode by Fort Sill near Lawton, Oklahoma, where the Apache terror, Geronimo is buried. The tribe wants his remains but the Army ain't giving them up. Fort Sill was a cavalry post back when we had pony soldiers.

I had ridden south in Wichita Falls because Carla Smith and her husband, Smitty, had written Rip's Run about a local, annual run held in the memory of seven fallen bros. The seven bros all died at different times



Enjoying the music.



Check out the apehangers.

North Dakota participant of the dirt drags in Perry Lake, Kansas.

Spectator at the dirt drags in Perry Lake, Kansas.

in and around Wichita. When you're a home product you drop the Falls off of Wichita, get my drift? Anyway, many of the area's riders met at the Dogpatch Lounge on East Scott in Wichita and donned their 3rd Annual Memorial Run T-shirts, then we all rode together to the cemetery. A small ceremony was held around the headstones of the late riders. Then the pack rode out together to Lake Arrowhead for a weekend campout.

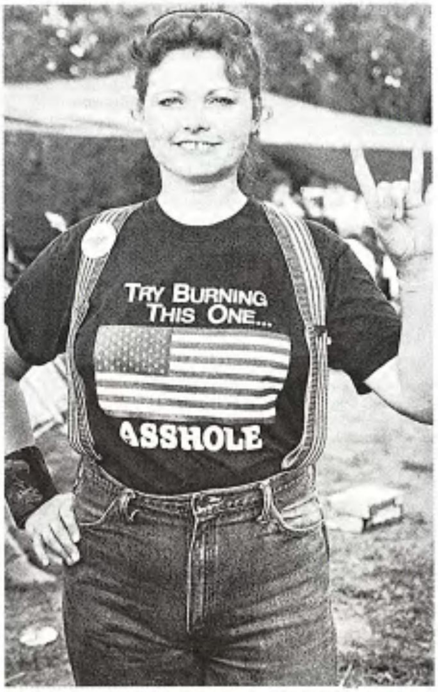
It was as hot as blue blazes, but the lake was handy for a cool plunge. I love summertime, especially when the fairer gender wears less and less. The gang held the usual biker games. The food was good and there was lots of it. Plenty of animal flesh to go around.

The next day, I left Wichita Falls around noon. I made a two-day'er out of the run to the Coast. I should have added an extra day, but I miscalculated—besides, it was too close to the *Easyriders* deadline to just cruise.

The first day I rode to Grants, New Mexico, about 60 miles east of Gallup, near the Continental Divide. Monday, the next day, I rode for 14 straight hours, with only one food break near Flagstaff, Arizona.

From Flag it's all downhill to the Colorado River and California. Then from there, it's uphill 150 miles to the High Desert community of Barstow, California. I hit the border town of Needles around 5:30 p.m., much too early. In my fried mind I debated whether to kill a couple of hours there or not. I finally bit the bullet and headed back out on I-40, westbound.

I hated myself for being so dumb. Earlier, the filling station dude said that it was 105 in the shade. I must be going mad. Then, all of a sudden, an American Van Lines semi blew by me. I jumped in behind it and clocked it doing 85 mph on the uphill grade. While attempting to pass that trucker, another asshole trucker threw a block on me, forcing me to take the emergency lane. As I went by tearing up the hill, I flipped off both of those



You said it, Baby.

Border Line Bar crazies in OKC.

Beaver and Anita, driver and helper of the CCI semi from Balto.

Check out the radar unit on the handlebars.

It can't be said much plainer.

Carla Smith from Wichita Falls, Texas.

double-clutching turds.

Then I toyed with the Van Lines trucker. I tricked him into thinking that I was giving up, that I was gonna let him pass me. Bullshit, there was no way that was gonna happen. This was just what I needed, a challenge. Something to occupy my mind, to take my thoughts off the heat and fatigue that one gets from being in the saddle too long. All you longriders know what I mean.

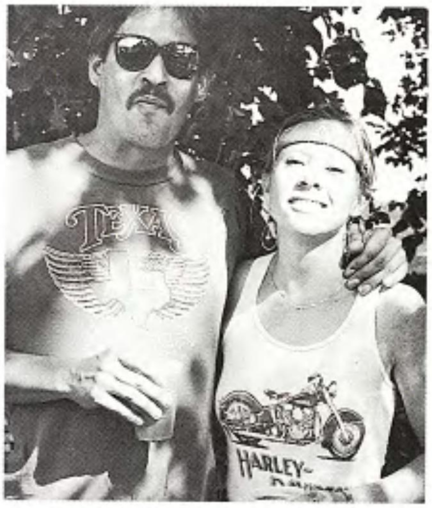
Anyway, I let the trucker think he was gonna win, then I nailed the throttle again, taking it up to 95 or 100, and holding it awhile. Then I'd slack off, and when he got close, I'd do it again. It was great fun. Up on top of the grade, near Barstow, I lost him in my mirrors. I got off there and fueled up, then I rode down the Cajon Pass grade to San Bernardino (Berdoo), my homeland.

I was proud as hell of myself for making it home in one piece and not getting a ticket. Smokey was on the downhill side catching those awful speeding cagers. I didn't see any airplanes. The California Highway Patrol does have aircraft. That old adage about the closer you get to home, the faster you go, applies to me.

Hey, I don't advocate speeding or breaking any laws, for that matter. I'm merely relating what happened to me. Take it for whatever it's worth. If I jump off a bridge I don't expect you readers to do the same or vice versa. I tried to clean it up, whatdafuck. There's always someone out there trying to tell you how to run your life. It's sure as hell not gonna be me.

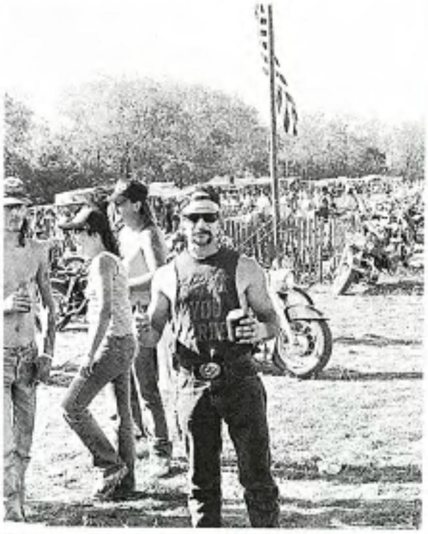
If you get a chance, keep in touch, otherwise I'm outta here to Bonneville. I'm keeping my fingers crossed to see if we pull this off. Is history gonna repeat itself 11 years later? Will the *Easyriders* racing team break the land speed record for two-wheeled streamliners? Tune into your favorite magazine and find out. Thanks for the support. Write to Rip's Run, Box 3000, Agoura Hills, CA 91301. ■

Texas Belle.



Couple from Wichita Falls, Texas.

In the parking lot of the Dogpatch Lounge in Wichita Falls, Texas.



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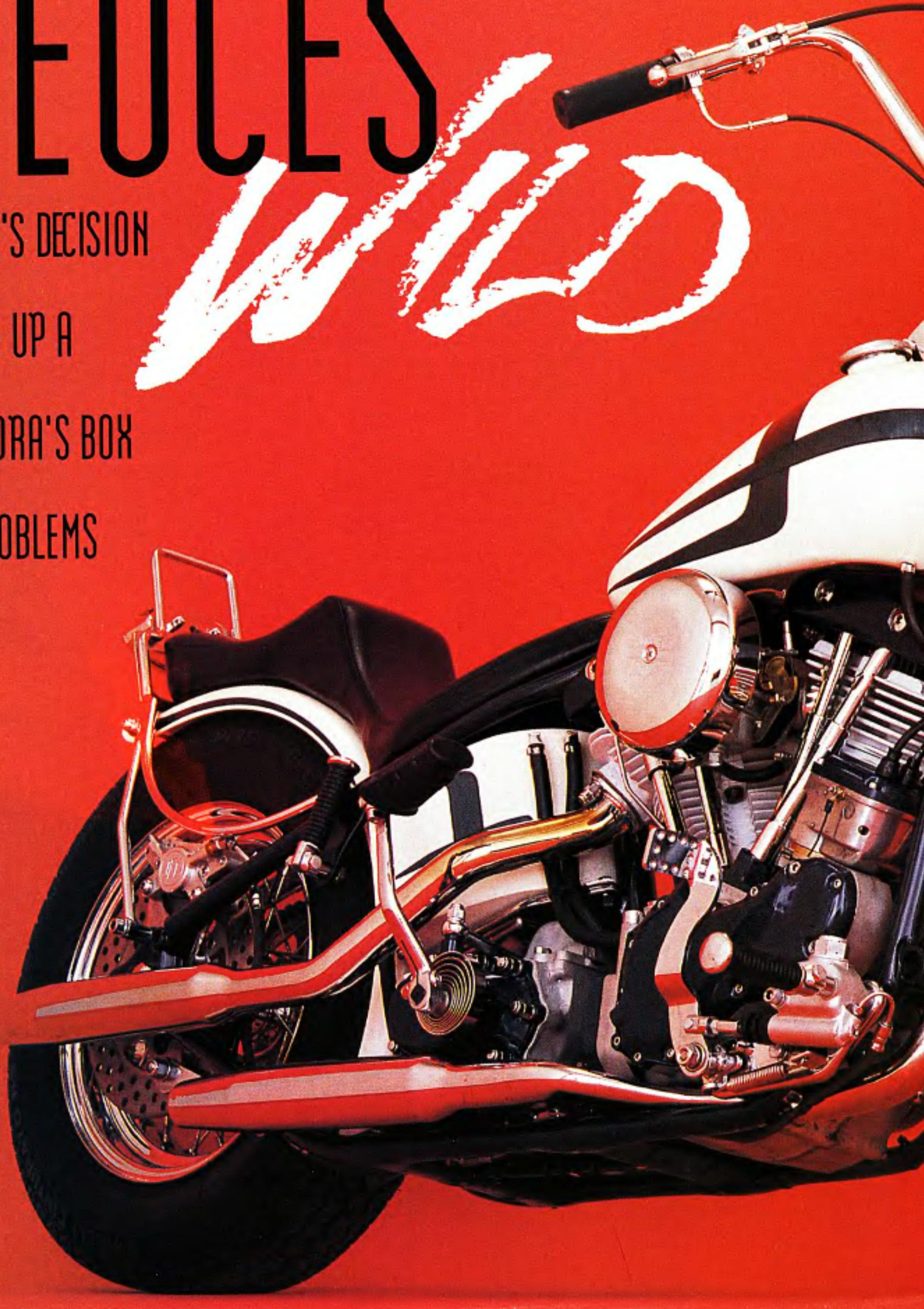
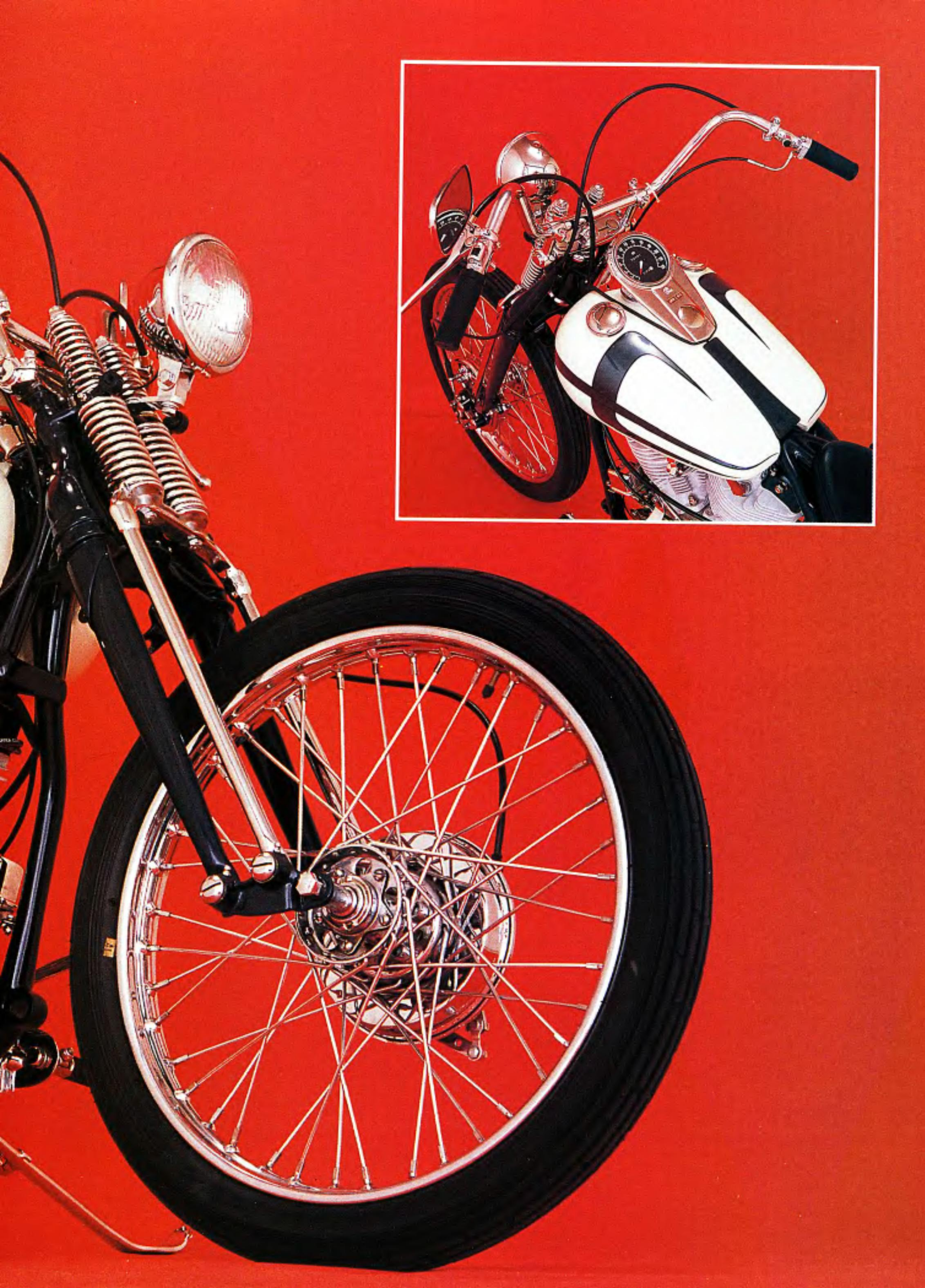
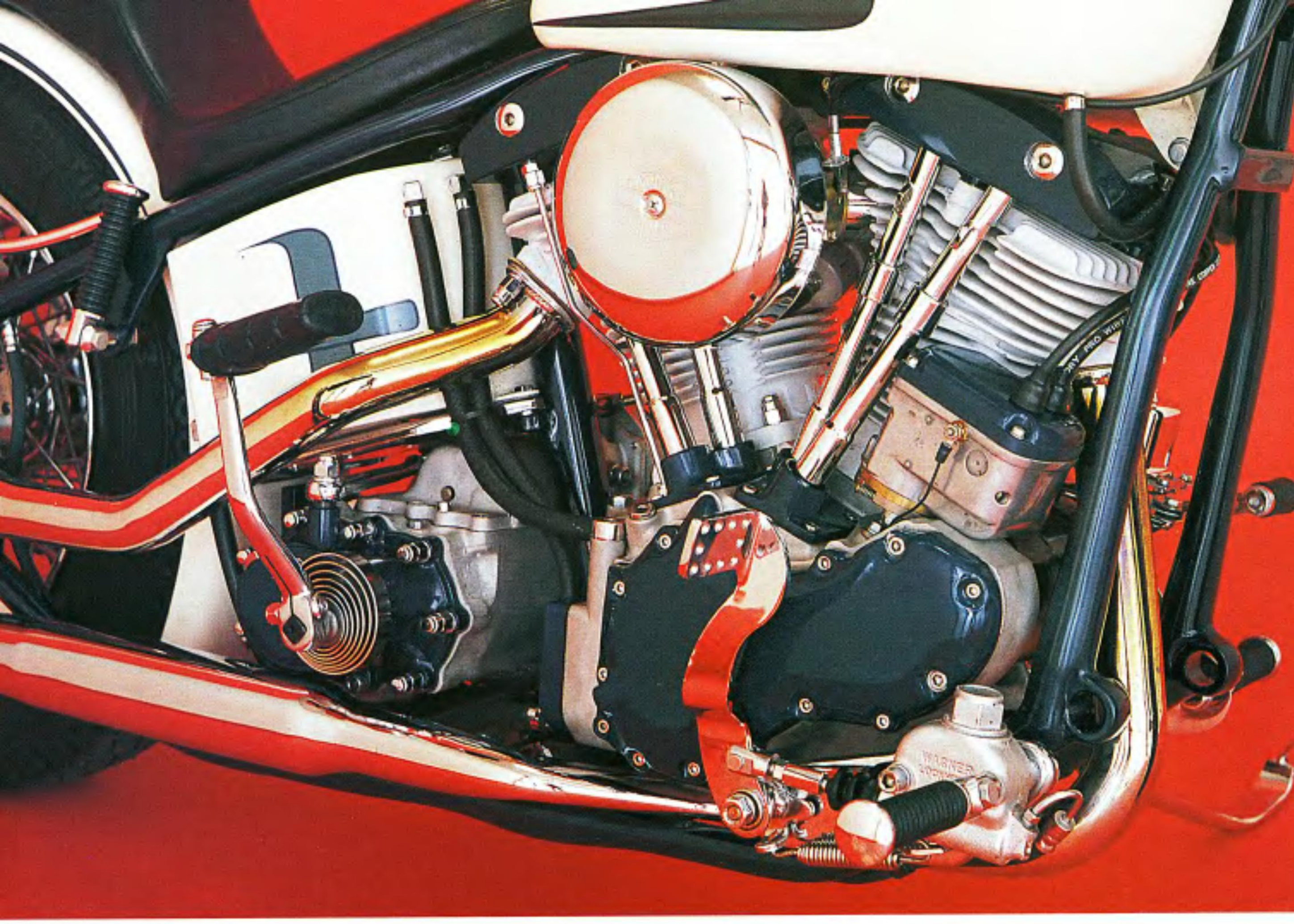
JUDGE'S DECISION OPENS UP A PANDORA'S BOX OF PROBLEMS



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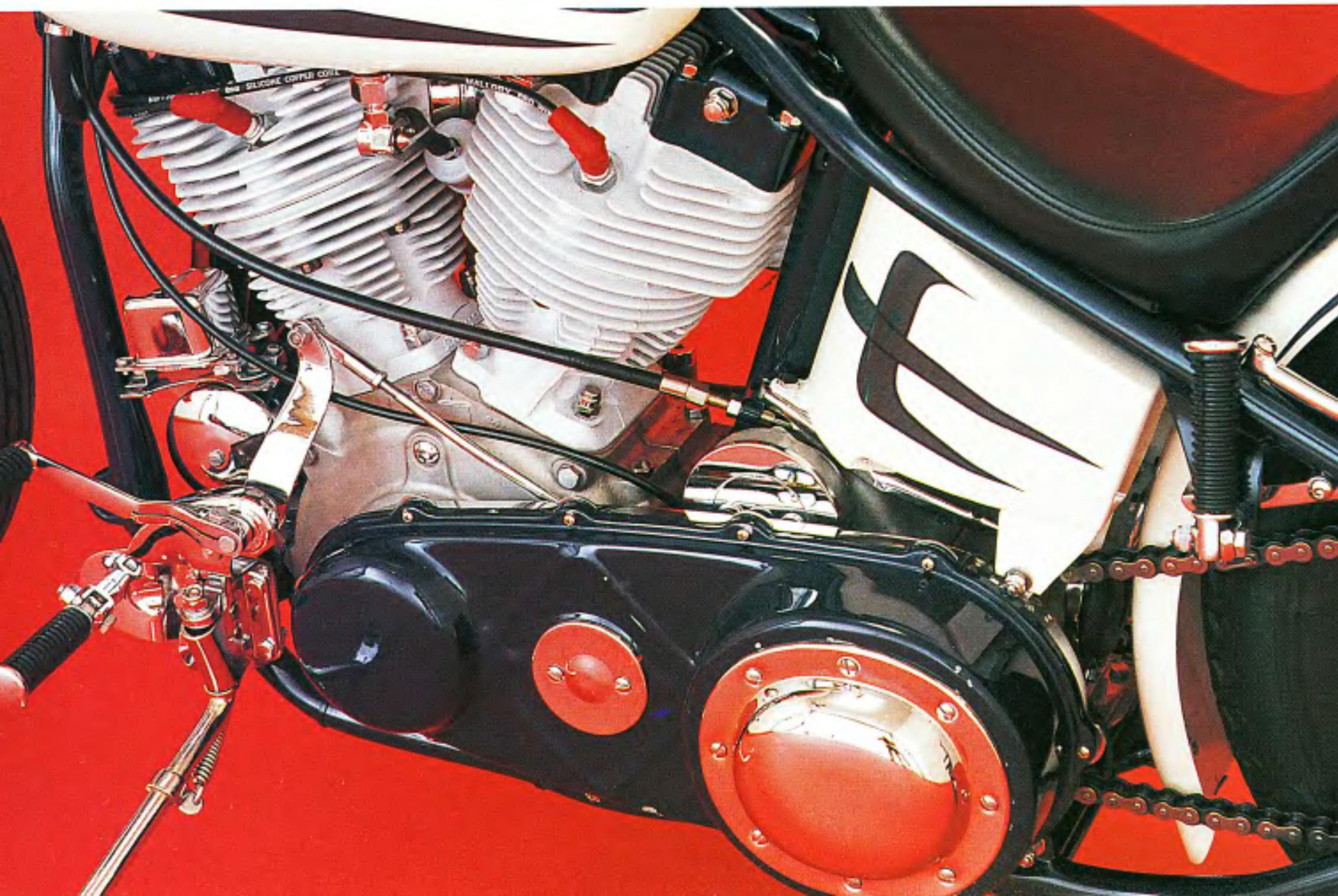
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MALLORY

There Jim was, kicked back with his feet up on the highway pegs of life. He had three good-lookin' rides, including this custom shovel, a fancy house on the ruling side—all the spoils of life. Then, just as he was gettin' comfortable, the gavel came down and the rug was ripped out from under him.

A major connection in the Medellin cartel? Naw, Jim'd just piled up a shitload of tickets, a whole slew ranging from parking to reckless driving. A veritable vault of vehicular violations that ran from me to you. The sad sack courtroom boss had no mercy on the poor scooter tramp, and based on the priors, suspended his license for good. Or at least two years. Whatever came first.

Puttless and bummed out, Jim slipped into a deep funk. It's in destitute situations like this, when a desert road stretches to

Owner: Jim McDermott	**City:** Malibu, California	
General	**Frame**	
Fabrication by: McCloskey/Gatt	Year: early pan 1948-1954	
Year and make: 1969 H-D	Builder: H-D	
Model: shovelhead	Type: rigid	
Value: beyond reality	Rake: original	
Assembly by: McCloskey/Gatt	Stretch: none	
Time: three years	Other alterations: none	
Chroming by: Brown's Plating	**Accessories**	
Engine	Bars: Flanders	
Year: 1969	Risers: 3-inch Flanders	
Model: FLH	Fender(s): Drag Specialties	
Rebuilder: Michael Gatt	Headlight: Gary Bang	
Ignition: magneto spark	Taillight: Bang catseye	
Displacement: 80 cubic inches	Speedo: 120 mph	
Lower end: S&S	Front pegs: CCI	
Balancing: S&S	Rear pegs: matching	
Pistons: S&S	Electrics: 12-volt	
Cases: Milwaukee	Gas tank: 3½-gallon not-so fatbob	
Heads: ported	Oil tank: horseshoe	
Cam: Andrews B bump	Oil system: H-D	
Lifters: dense (solids)	Primary cover: original	
Carb(s): Keihin-modified	Seat: custom	
Air cleaner: legal, Gang Bang	Sissybar: NZ Mike	
Pipes: Paughco	Height: 20-inch	
Muffler(s): very little	Material: ½-inch round	
Transmission	**Forks**	
Modifications: close ratio gears	Type: springer	
Year: 1969	Extension: 1½ inches over	
Shifting: size 13dd left foot	Builder: H-D	
Engine sprocket: secret	Special features: worked on	
Trans sprocket: 23-tooth	**Wheels**	
Wheel sprocket: 51-tooth	**Front**	**Rear**
Painting	Size: 21-inch	Size: 15-inch
Molding: none	Hub: Star	Hub: Perf. Mach.
Painter: ?	Rim width: WM2	Rim width: fat
Color: caucasion/turquoise	Tire: Carlisle	Tire: Pirelli radial
Type: acrylic lacquer	Brake: H-D	Brake: Perf. Mach.
Special paint: dark blue powder coating—frame, primary cover, cases		
Other special modifications: Andrews close ratio 1st and 3rd gears; different strokes from different folks.		

Photos by Pete Chiodo

the horizon (unfortunately the gas in the tank won't match the distance) and it seems as if the world's just pulled the wishbone outta yer frame, that ya make dumb mistakes. Like what? Well, like decidin' to auction off yer rollin' stock, seein's how ya can't ride, legal-like anymore. Why fight the system? Might as well give up the ghost, along with your hopes an' dreams. Yep, he sold this pretty, turquoise, blue and white bike—after five years of tear downs and reassemblies, through two separate shops (Micah McCloskey's Custom Cycles and Michael's Motorcycles, operated at the time by Michael Gatt who eventually moved on to higher ground). Just three years after completion, getting it straightened out, and even with a feature photo session in the can, Jim sold his baby.

And where did we recently end up seein' his ol' rigid sled? Out on the road? In front of a lonely bar in hayseed country? Nope, in the pages of our "In The Wind" section, jammin' down the road with all the freedom Jim had left behind.

"It's the stupidest thing I've ever done." Easy for Jim to say now. Especially since only six months after the gavel dented the mahogany, the judge reconsidered his no-puttin' policy, rescinded his verdict, and gave the freedom of the road back to Jim. Not all is lost, however. He's got a new set of wheels. But even so, he still has never forgiven himself.

So, in short, this bike's legacy remains one of dual lives. Two owners, one who misses his pride and joy, and one who rides it. Two fabricators, with dueling ideas, and one judge with two decisions.

—Rags

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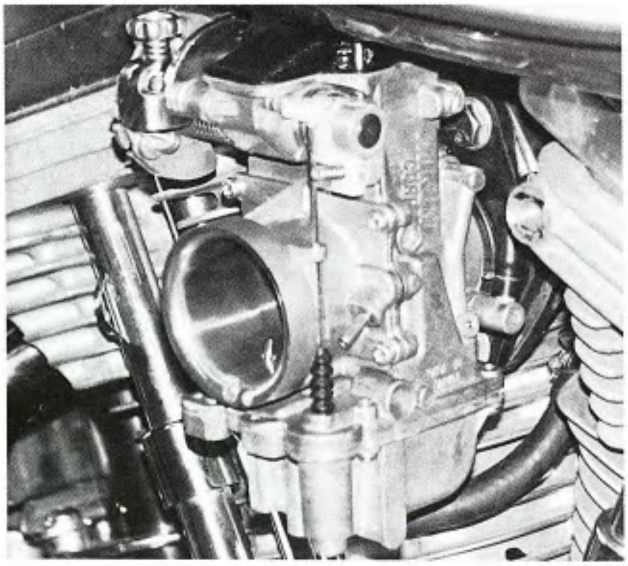
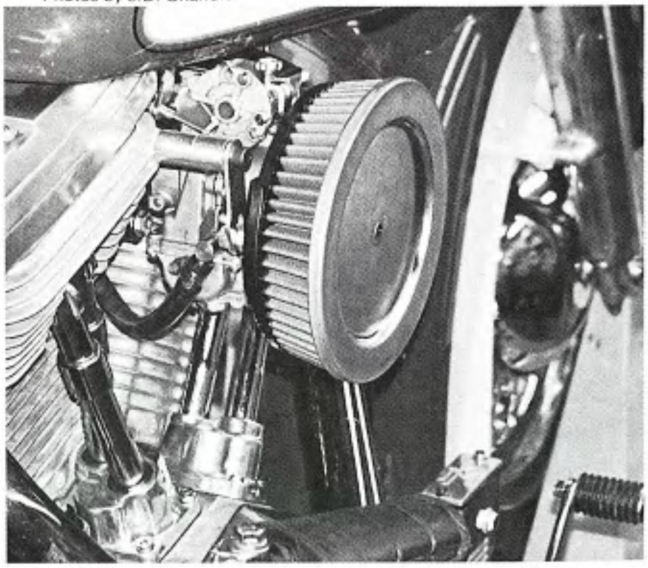
New Mikuni Carb Installation

By J. D. Chandler

Photos by J.D. Chandler





Everybody makes a carburetor for Harleys. They're all the best that ever was. They'll add more power than nitrous injection. Everybody else's carburetor is a piece of junk. If you don't believe me, just ask the guy who's trying to sell you his carb kit.

The truth, as always, is somewhat more complicated. Many carbs work well under certain conditions or in limited ways. Only a few can be counted on to perform well on a wide range of engine tuning set-ups. Only a few are completely tunable over their entire operating range. Of these, the Mikuni HS40 is damn good. Its nearest competitor for tunability and response is the PHM-series Dell 'Orto.

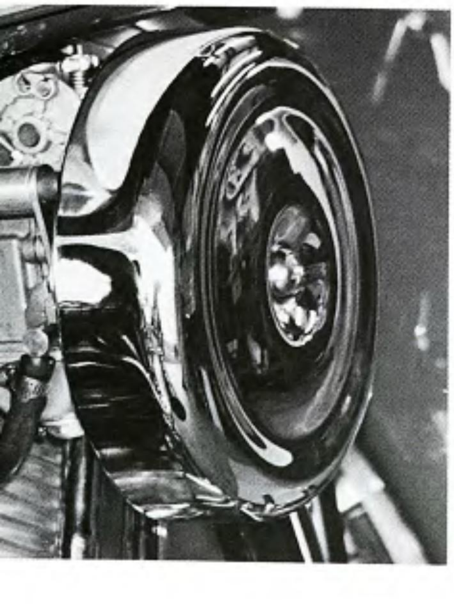
Mikuni's HS40 is a very responsive carburetor. It is the nearest thing to fuel injection yet. Its quick response is partly due to the strong signal (vacuum) over the main jet produced by its flat slide. Equally important is the quality and tunability of the other mixture control circuits.

The HS40 has an adjustable accelerator pump. You can change the pump jet size, which determines how fast fuel is delivered to the engine by the pump. Two screws adjust the throttle positions at which the pump begins and ends its action. Pump action can be tuned to suit just about any setup.

Between idle and full throttle operation, the Mikuni has five replaceable tuning parts with which one can adjust mixtures (in addition to the accelerator

pump). The slow (idle) circuit has replaceable fuel and fuel/air jets. The main circuit has a tapered needle, a needle jet it fits into, and the main jet. Each part has its particular effect. With some fiddling one can get the mixture perfect from idle to wide open. The kit includes a "Tuning Tips" manual that is very useful should you need to alter jetting.

However, if you own a stock Evo Hog, fiddling isn't generally necessary. I have installed a dozen or so of these carbs on mostly stock Evos and have never had to make more than minor adjustments.



The HS40 is available only as a complete installation kit (for Evos). About the time you read this, Mikuni will have released their shovelhead/Iron Sportster version. The kits include: a set of throttle cables, made by Barnett Engineering; a K&N filter element; and a chromed cover. There are enough special mounting brackets, nuts, bolts, tie-wraps and other stuff to make the installation complete.

While the kit is complete and straight forward, it does take a couple of hours to install. There's nothing tricky about the job but it helps if you're familiar with your bike and toolbox. Those of us with custom scoots will probably have to make some modifications to get everything matched-up just right.

The Mikuni you see in the photos was installed on Mr. Editor Ball's excellent Evo powered rigid. Earlier we had put an Andrews EV13 cam in and re-tuned the stock 38mm Keihin carb. It ran all right, but low-range hesitation and mid-range lean outs couldn't be dialed out.

Enter the Mikuni. I knew that it would work well with the EV13 cam and that we would be able to tune it for the two-into-one exhaust. The HS40 is also compact and would allow Mr. Ball to use both his forward foot pegs in comfort.

It took a couple of hours to get the kit on and would have taken one or two more if I hadn't been familiar with the routine. I had to shorten the cables 11 inches. Mr. Editor drilled and bent the choke cable mounting bracket to fit. We had to shorten the idle speed screw a little to miss the fatbob tank. Everything else bolted right up.

I adjusted the accelerator pump for maximum stroke, and also so it starts to pump as soon as the throttle is moved from the idle position. I have found that most Evo motors work better with this modification to the factory's tuning set-up. About every other installation will need a #20 slow jet instead of the stock 17.5. The tuning manual is a good guide for fine tuning.

The Evo started with the first kick. After it was warm, I readjusted the idle mixture screw and that was that.

The glitch that the modified stock carb had developed was gone. The engine felt like it had more power. A dyno test would confirm that it did. An EV13-equipped Evo motor can use the extra air that the Mikuni HS40 will pass.

Did Ball like the change? Count the bugs on his teeth. ■

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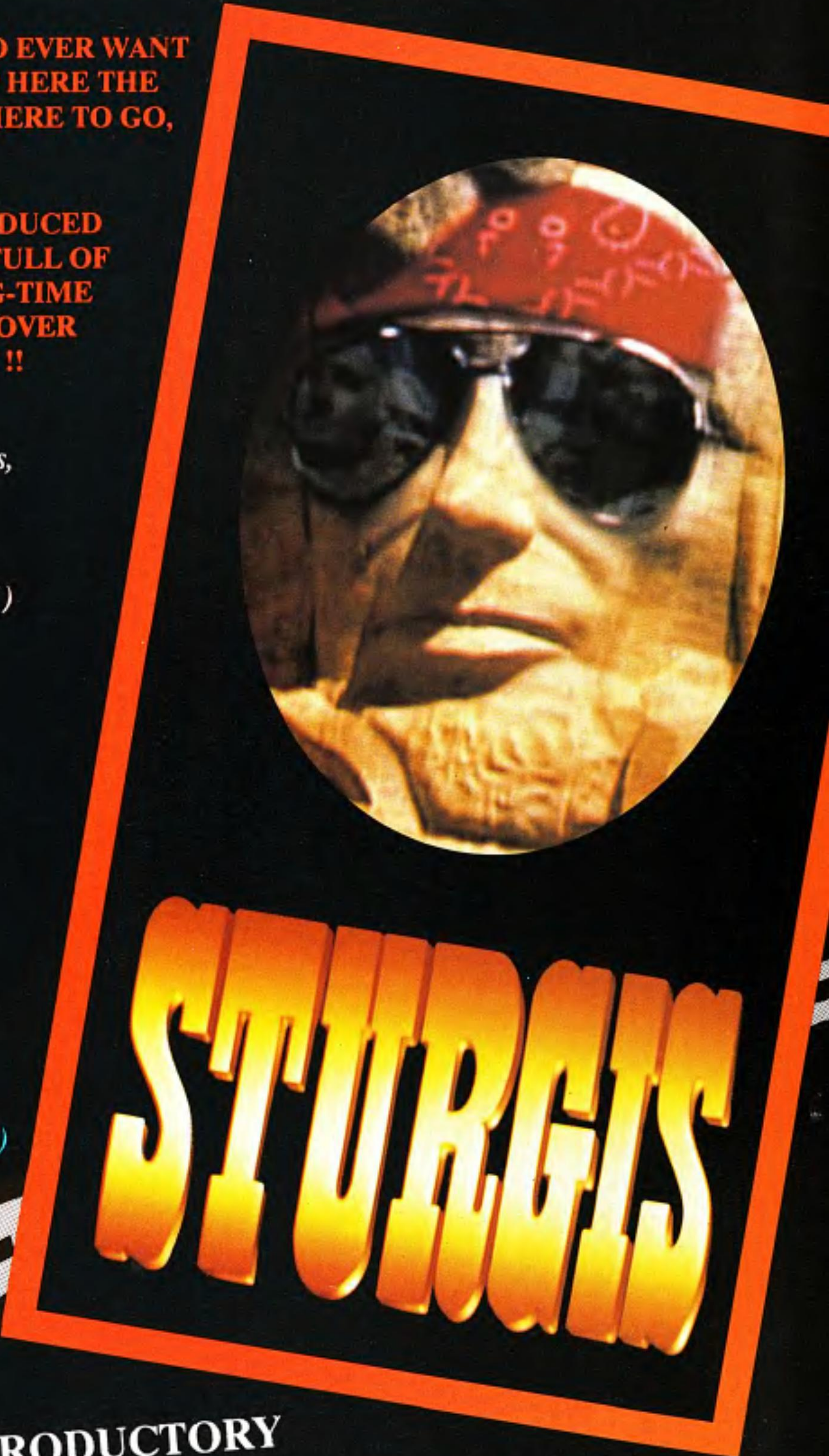

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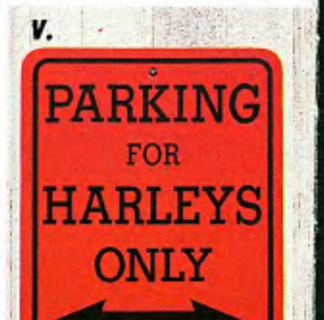

V.

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